

Progress Report

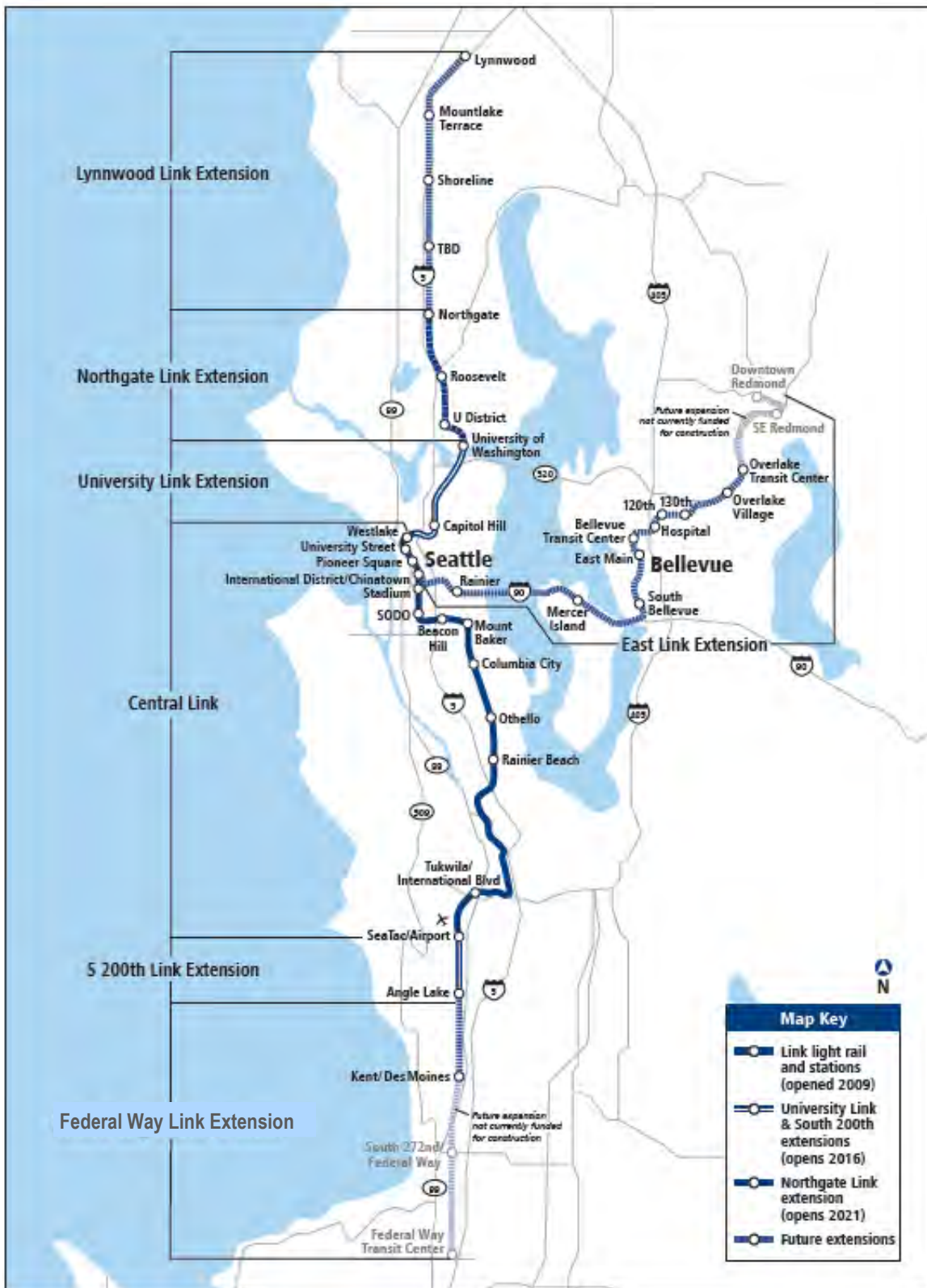
Link Light Rail Program



Hammer head form installation is ongoing at the south end of Angle Lake Station site of S. 200th Link Extension.

September | 2013





Map of Sound Transit's current and future light rail projects.

Projects

University Link Extension: The University Link Extension work program with \$1.76 billion capital budget was approved by the Board in July 2008. The 3.15-mile light rail segment is located entirely underground with tunnels traveling from Pine Street, under the I-5 freeway to an underground station at Capitol Hill, continuing north beneath SR 520 and the Lake Washington Ship Canal to an underground station on the University of Washington campus, near Husky Stadium.

Northgate Link Extension: The University of Washington Station (UWS) to Northgate project is a 4.3-mile extension of light rail from the UWS north under campus via twin-bored tunnels to an underground station at NE 45th Street continuing to an underground station at NE 65th Street and via tunnel, retained cut and elevated sections to Northgate. The project is in Final Design and Construction. Revenue Service date is September 2021.

Lynnwood Link Extension: This project entails the planning, design and construction of an extension of Northgate Link from Northgate to Lynnwood in Snohomish County with additional service in the cities of Shoreline and Mountlake Terrace. The draft environmental impact statement (DEIS) was published in July 2013.

East Link Extension: East Link Extension expands light rail to East King County via I-90 from Downtown Seattle to the Overlake Transit Center area of Redmond, with stations serving Rainier Avenue/I-90, Mercer Island, South Bellevue, Downtown Bellevue, Overlake Hospital, the Bel-Red corridor, Overlake Village and the Overlake Transit Center. Revenue service to the Overlake Transit Center is forecast for early 2023 with a tunnel route in Downtown Bellevue.

Initial Segment: Completed 13.9-mile light rail line between downtown Seattle and South 154th Street in the City of Tukwila. Revenue service began on July 18, 2009.

Airport Link: Completed 1.7-mile extension of the Initial Segment to Sea-Tac International Airport. Revenue service began on December 19, 2009.

South 200th Link Extension: S. 200th Link Extension consists of a 1.6-mile extension of the light rail from the SeaTac/Airport Station to an elevated station at South 200th Street. Preliminary Engineering and the Environmental Impact Statement have been completed and a Record of Decision has been issued for this segment. The Project is being developed through a design-build (D-B) delivery strategy and the anticipated service launch is September 2016.

Federal Way Link Extension: Sound Transit has initiated studies to identify and evaluate routing and station location requirements to inform conceptual engineering and environmental review for the extension of light rail to the Federal Way Transit Center; with preliminary engineering to be completed on the segment extending from S. 200th St. to Kent/Des Moines in the vicinity of Highline Community College. Planning and preliminary engineering for this extension is scheduled to be completed by late 2015; the proposed budget for this effort is \$41.8M.

Tacoma Link Expansion: In partnership with the City of Tacoma and Pierce Transit, Sound Transit is studying the potential of expanding Tacoma Link in the context of the City and Pierce Transit service and capital plans.

Link Operations and Maintenance Satellite Facility: Sound Transit is reviewing and evaluating current and future light rail storage and maintenance requirements to support the development, design, and construction of a future light rail operations and maintenance facility for proposed system expansion.

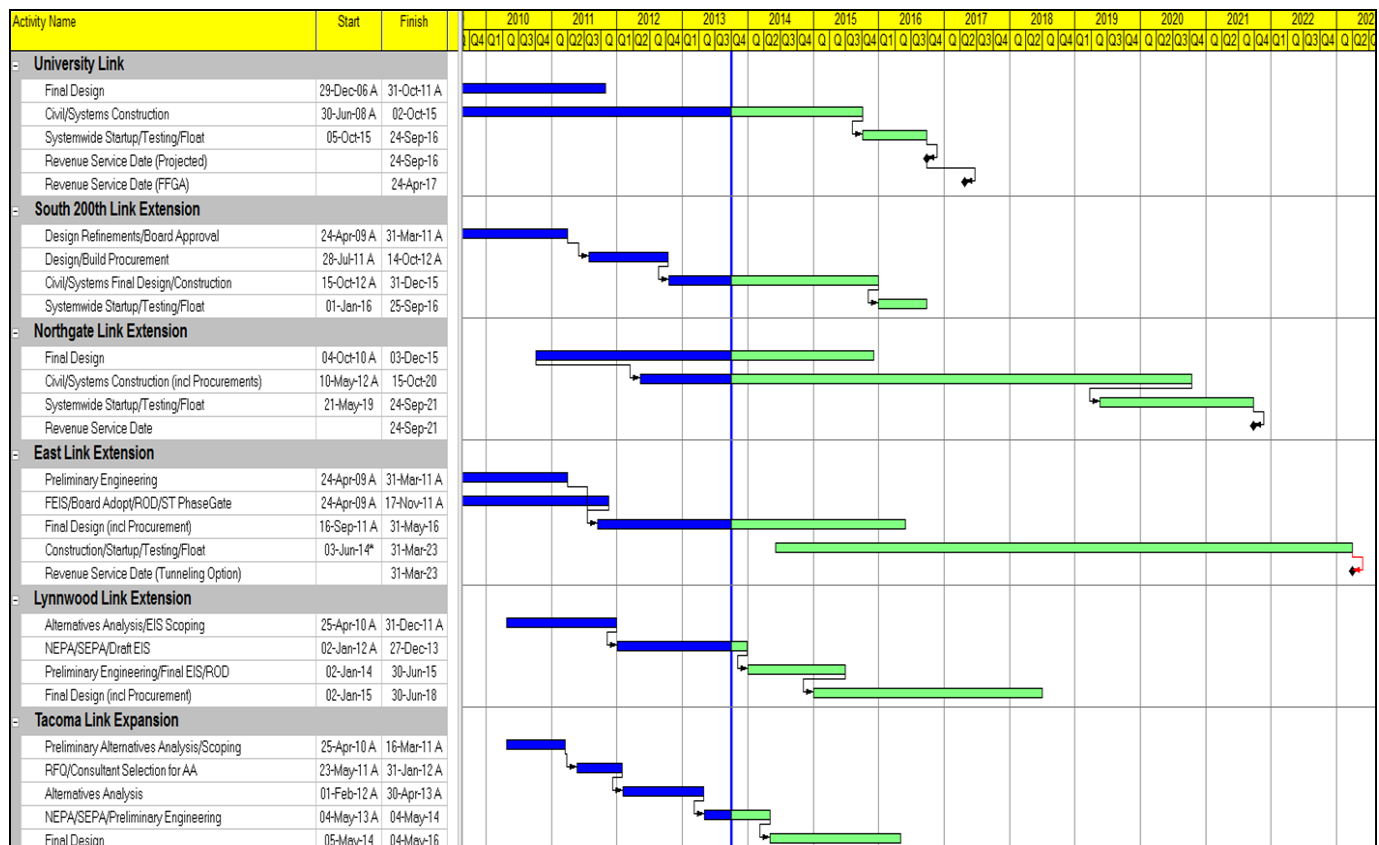
Program Budget

Project	Adopted Budget	Committed to Date	Incurred to Date
University Link ⁽³⁾	\$1,947.7	\$1,570.9	\$1,222.0
Northgate Link Extension ^(2, 3)	\$2,131.4	\$729.3	\$167.1
Lynnwood Link Extension ⁽¹⁾	\$57.1	\$22.2	\$18.9
East Link ⁽²⁾	\$756.8	\$240.4	\$148.2
Initial Segment ⁽⁴⁾	\$2,433.7	\$2,323.7	\$2,296.3
Airport Link ⁽⁴⁾	\$263.1	\$263.3	\$261.2
S. 200th Link Extension ^(2, 3)	\$383.2	\$255.7	\$99.9
Federal Way Link Extension ^(1,5)	\$41.8	\$4.0	\$4.2
Tacoma Link Expansion ^(1,5)	\$5.8	\$1.5	\$1.1
Link Operations & Maintenance Satellite Facility ^(1,5)	\$32.6	\$23.2	\$23.1
Total	\$8,053.2	\$5,434.2	\$4,242.0

Table figures in millions (1) Preliminary Engineering Phase; (2) Final Design Phase ; (3) Construction Phase; (4) In Service, (5) Updated Quarterly.

Program Schedule

Schedules for active projects are summarized below.



No changes this period.

Link Light Rail University Link Extension

Scope

- Limits:** 3.15-mile extension of the Initial Segment light rail transit (LRT) system from the Pine Street Stub Tunnel (PSST) in downtown Seattle to University of Washington (UW) campus near Husky Stadium.
- Tunnels:** Two twin bored tunnels. Two contract segments: U220 starts at Husky Stadium, continues beneath SR 520 and the Lake Washington Ship Canal and south to the Capitol Hill underground station. U230 commences at Capitol Hill Station and proceeds south under the I-5 freeway to the PSST.
- Stations:** 2 underground center platform stations – Capitol Hill (U240) and University of Washington (U250). U240 is approximately 65' underground with three station entrances. U250 is about 100' below ground, with three station entrances and connections to the UW campus by a pedestrian bridge.
- System:** 27 LRV; direct fixation tracks, signals, traction electrification, and SCADA communications
- Budget:** \$1.948 billion including finance cost (capital subtotal of \$1.756 billion)
- Schedule:** Project completion in September 2016



Key Project Issues

- U830 Systems access will be a continuous issue as there are no tunnel portals in the U-Link project. All access coordination are crucial and requires collaboration between Civil and System contractors and is being closely monitored.
- U830 Systems submittals continue to be closely monitored. Contractor is working closely with the sub-contractors, especially the Communications subcontractor as SCADA is the highest risk critical path in Systems.
- The Maintenance of Way Building will be located in the Operations and Maintenance Facilities site. The Architectural & Engineering consultant is finalizing the design-build program. Qualified Design Builders have been shortlisted with RFP anticipated in late October; Award and Notice to Proceed in the 2nd QTR 2014.
- *University of Washington Central Campus Lab mitigation:* In 2008, UW indicated that relocating labs will not be until operation of the Northgate Link Extension; however, UW recently determined that relocation is necessary prior to start of the Northgate Link tunnel construction. While this issue has no impact to ST's schedule or scope, it will have a financial impact.
- *Schedule Enhancement:* Exploration of a potentially earlier than planned project opening date poses both an opportunity as well as a challenge. Contractors on the critical path (U240 and U830) are now assessing the potential to advance their scope by compressing their schedule. A recommendation on the feasibility of this possibility is anticipated in late October and November timeframe.

Project Cost Summary

The U-Link project cost is summarized in two types of cost classifications. In the first table, cost is classified in accordance with Sound Transit's Work Breakdown Structure (WBS); and in the second table, cost is summarized in accordance to the FTA's Standard Cost Categories (SCC) format. (Both tables' figures in millions.)

WBS Phase Elements	Baseline Budget	Current Adopted Budget	Commitment to Date*	Incurred to Date	Est. Final Cost (EFC)	Adopted Budget vs. EFC
ADMINISTRATION	\$ 115.23	\$ 115.23	\$ 49.83	\$ 51.25	\$ 115.23	\$ 0.00
PRELIMINARY ENGINEERING	\$ 24.39	\$ 24.26	\$ 24.26	\$ 24.26	\$ 24.26	\$ -
FINAL DESIGN	\$ 77.94	\$ 87.63	\$ 83.91	\$ 77.41	\$ 87.63	\$ -
CONSTRUCTION SERVICES	\$ 68.53	\$ 95.81	\$ 75.32	\$ 59.16	\$ 95.70	\$ 0.11
3rd PARTY AGREEMENTS	\$ 18.65	\$ 18.65	\$ 11.42	\$ 10.49	\$ 18.63	\$ 0.02
CONSTRUCTION	\$ 1,180.00	\$ 1,158.18	\$ 909.66	\$ 682.20	\$ 1,075.67	\$ 82.51
VEHICLES	\$ 103.91	\$ 103.91	\$ 99.17	\$ 99.17	\$ 103.91	\$ -
ROW	\$ 167.33	\$ 152.33	\$ 125.60	\$ 125.57	\$ 127.69	\$ 24.64
Capital Total	\$ 1,755.97	\$ 1,756.01	\$ 1,379.19	\$ 1,129.51	\$ 1,648.72	\$ 107.28
FINANCE COST	\$ 191.71	\$ 191.71	\$ 191.71	\$ 92.53	\$ 191.71	\$ -
Project Total	\$ 1,947.68	\$ 1,947.72	\$ 1,570.90	\$ 1,222.04	\$ 1,840.43	\$ 107.28

(*) Totals may not equal column sums due to rounding of line entries.

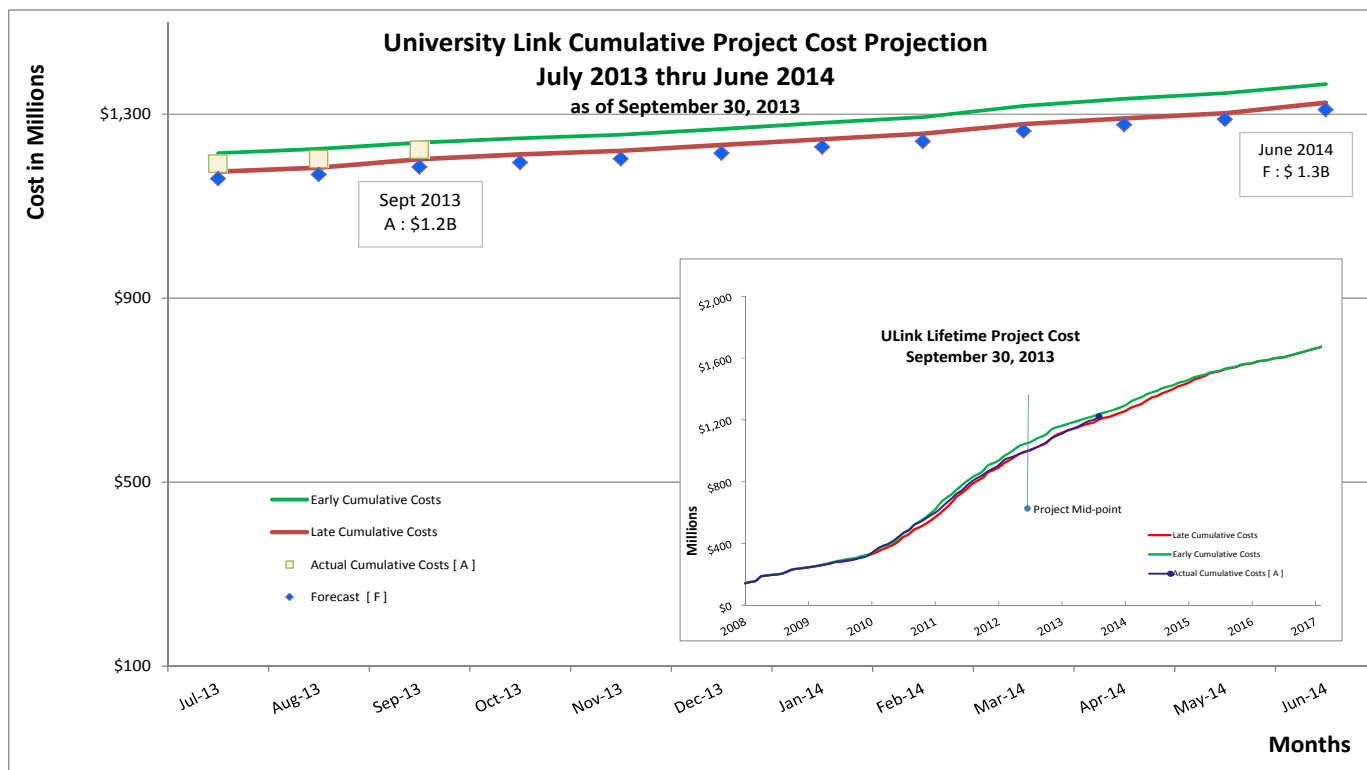
The September 2013 projected Estimated Final Cost (EFC) including Finance Cost continues to remain at \$1.84B. This period, approximately \$13.4M was incurred, increasing the project Incurred to Date amount to \$1.13B (Finance Cost excluded). Direct construction cost accounted for over 82% of the cost incurred in September at \$11M. The direct construction EFC continues to trend below \$1.08B. This trend continues to be intact as both the high risk tunnel scope are now completed. The Capitol Hill Station (U240) contractor continues concrete placement and the Systems (U830) Contractor has completed rail charging and 26kV installation. The Total Incurred to Date for the Construction Phase is approximately \$682.2M with a current commitments of approximately \$909M. Cost for LRV is approximately \$99.2M including sales tax and a minor change as close-out commences.

Construction EFC under the SCC format for this period remains stable and relatively unchanged at about \$1.02B. Construction phase expenditures in September is at \$11M to which over 60% of this period's cost is attributed to station work. U-Link construction transitioned from the tunneling to station construction and Systems installation. U220 and U230 work is largely associated with punch list items; both contracts have essentially demobilized. U250 station continues to show good progress with the basic station structure now visible from the street level, while the major equipment continues to arrive.

Project Elements by SCC	Baseline Budget	Current Adopted Budget	Commitment to Date*	Incurred to Date	Estimated Final Cost (EFC)	Adopted Budget vs. EFC
10 Guideway & Track Elements	\$ 626.83	\$ 543.40	\$ 420.14	\$ 388.41	\$ 470.03	\$ 73.37
20 Stations	\$ 366.33	\$ 367.15	\$ 330.59	\$ 221.61	\$ 363.55	\$ 3.60
30 Support Facilities: Yards, Shops	\$ 7.01	\$ 7.08	\$ 8.03	\$ 7.47	\$ 23.12	\$ (16.05)
40 Site work & Special Conditions	\$ 59.03	\$ 72.20	\$ 55.48	\$ 44.26	\$ 59.92	\$ 12.28
50 Systems	\$ 69.63	\$ 113.67	\$ 89.38	\$ 18.20	\$ 106.26	\$ 7.41
Construction Subtotal (SCC 10-50)	\$ 1,128.82	\$ 1,103.49	\$ 903.63	\$ 679.96	\$ 1,022.88	\$ 80.61
60 Row, Land, Existing Improvements	\$ 167.33	\$ 127.69	\$ 125.60	\$ 125.57	\$ 127.69	\$ -
70 Vehicles	\$ 99.76	\$ 99.76	\$ 99.17	\$ 99.17	\$ 99.76	\$ -
80 Professional Services	\$ 306.41	\$ 344.43	\$ 250.79	\$ 224.82	\$ 345.39	\$ (0.96)
90 Unallocated Contingency	\$ 53.65	\$ 80.64	\$ -	\$ -	\$ 53.00	\$ 27.64
Capital Cost Total (SCC 10-90)	\$ 1,755.97	\$ 1,756.01	\$ 1,379.19	\$ 1,129.51	\$ 1,648.72	\$ 107.28
100 Finance Cost	\$ 191.71	\$ 191.71	\$ 191.71	\$ 92.53	\$ 191.71	\$ -
Project Total	\$ 1,947.68	\$ 1,947.72	\$ 1,570.90	\$ 1,222.04	\$ 1,840.43	\$ 107.28

(*) Totals may not equal column sums due to rounding of line entries.

Link Light Rail University Link Extension



Incurred to date for Construction under the SCC is almost \$680M or over 61% of the budgeted construction scoped to date. Total capital cost incurred to date including non-construction cost (SCC 60 thru 90) is over \$1.13B or over 64% of total project budget (excluding Finance Cost).

Maintenance of Way building (U810) estimated at about \$16M, is now incorporated into SCC 40 Site work & Special Conditions. This cost was not originally part of the baseline estimate and will be covered by Unallocated Contingency. A decrease in SCC 10 Guideway & Track Elements will offset this cost.

Total cost incurred at the end of September 2013 including Finance Cost is about \$1.2B. The Project financing cost incurred to date is \$92.5M with a revised annual projection of \$23M to incur in 2013. The next finance cost up date will be for the 4th QTR 2013. Overall, University Link cost to date is projected to be approximately \$1.3B by June 2014.

The EFC for project Finance Cost continues to be projected at \$191.7 million. This cost represents booked financing cost and is generated based on allocation of appropriate level of financing cost to each capital project at Sound Transit. Despite an earlier than anticipated release of \$44 million of the FFGA funds due to the American Recovery Reinvestment Act that was used to pay down finance charges, it is premature to project any savings at this time.

Overall Construction Progress Summary

9/30/2013

Early Works

U210 Early Utility Work	100%
U211 Demo & Remediation	100%
U215 I-5 Undercrossing	100%

Tunnels

U220 UWS to CHS	100%
U230 CHS to PSST	100%

Stations

U240 Capitol Hill Station	32%
U250 University of WA Station	80%

Systems

U820 Yard Expansion	100%
U830 Systemwide & Trackworks	22%
Other Systems Contracts	30%
Overall Major Construction	77.8%

Note: The overall construction progress above is based on a weighted combination of duration, schedule and cost % complete for individual construction contracts as compared to the overall U-Link construction contracts.

Cost Contingency Management

Project contingencies continue to remain at a healthy level of over \$337M due to the favorable construction bidding climate, ROW acquisition cost trends, diligent project risk management practices and excellent tunneling conditions. September's overall contingency balance reduced by \$420K due to routine changes. Contingency level continues to trend well above the Planned Contingency Drawdown; the projected planned balance between the end of 2nd QTR 2013 and the end of 4th QTR 2013 ranges from \$130M and \$115M and the Contingency Buffer is now projected to at the minimum \$100M from this point until project completion. The projected planned Reserved Contingency balance is now planned at \$50M (see contingency curve at the bottom of page). Construction was planned to be about 75% complete in the 3rd QTR 2013 and we have surpassed that projection at over 76% Barring any catastrophic event, there is a high likelihood that the contingency trend will remain intact.

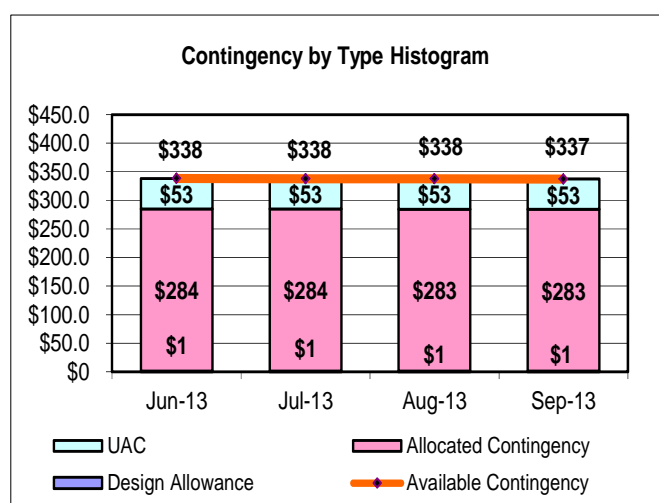
Design Allowance: The balance of design allowance has been reduced to \$1.1M and is consistent with the project cycle as all the major design has been completed. The level of design allowance currently represents less than one-half percent of the total remaining scope in the project that has not been procured.

Allocated Contingency: Allocated Contingency continues to remain stable at \$283M.

Unallocated Contingency (UAC): The total UAC balance remains at \$53M due and continues to remain stable compared to the Baseline Cost Estimate amount of \$53.7M.

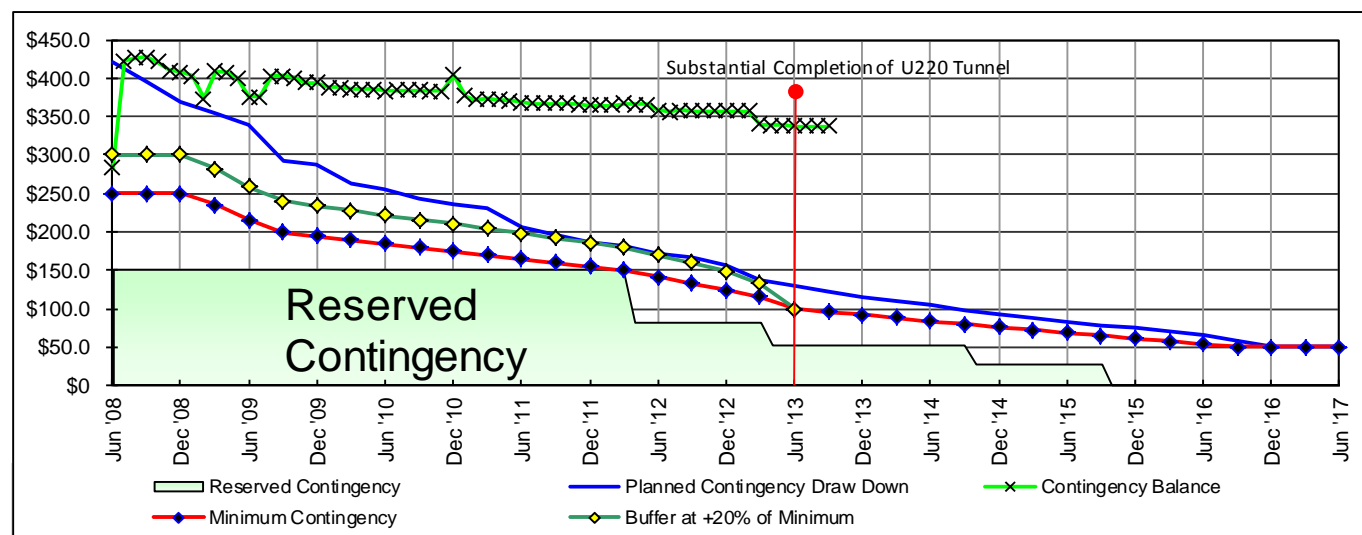
Contingency Status	BCE		Current Status	
	Amount	% of Total	Remaining Amount	% Remaining Work
Design Allowance	\$103.9	7.8%	\$1.1	0.4%
Allocated Contingency	\$264.3	19.8%	\$283.0	97.8%
Unallocated Contingency	\$53.7	4.0%	\$53.0	18.3%
Total:	\$421.9	31.6%	\$337.1	116.5%

Percentage = Contingency \$ / (EFC or Remain. Work \$ ex-Contingencies)



MINIMUM CONTINGENCY CURVES as of September 30, 2013

\$ in millions



Risk Management

The University Link Risk Management Plan (RMP) established a risk management and oversight process for identifying, assessing, and monitoring risks and develop risk reduction/mitigation plans. On a quarterly basis, the risk register is reviewed and risks are updated to reflect condition at the end of the current quarter. The RMP is also executed in compliance to the Federal Transit Administration's (FTA) guidance laid out as part of FTA's Program Guidelines sub-task 40E.

Project Risk Overview:

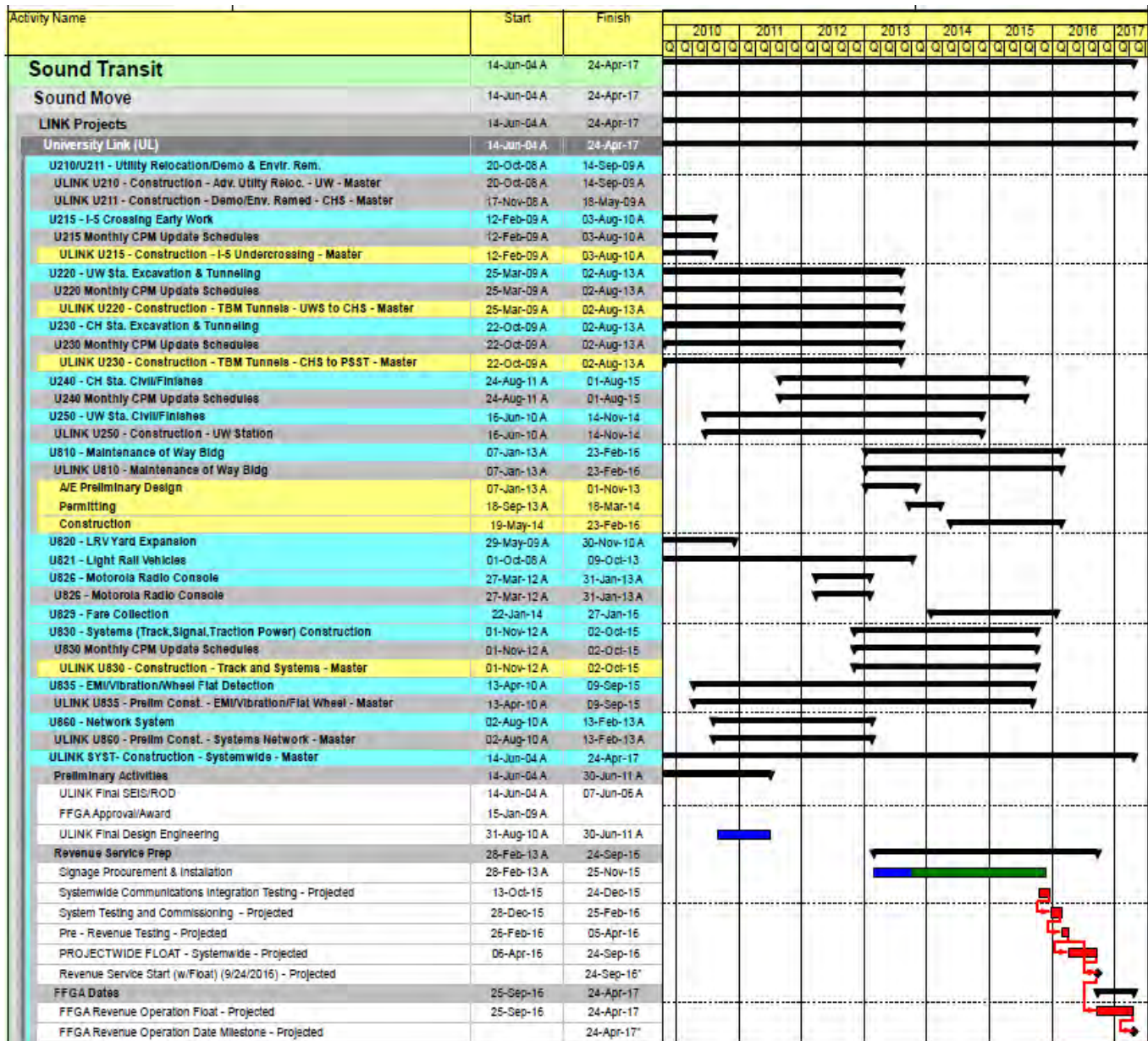
At the end of 3rd QTR 2013, U-Link project represents approximately 75% construction completion with U220 and U230 Tunnels at Acceptance; U240 Station is well underway with work evidently focused on concrete and rebar for basement and mezzanine slabs as well as wall placements; U250, with structural concrete essentially completed, is now focused on crossover area and turn over to follow-on contractor is expected in early 2014; U830 Systems completed rail charging and has commenced track construction with the completion of south bound tracks between CHS and PSST. While a report was not issued to the FTA and the PMOC, with their concurrence, Sound Transit completed updating and identifying risks on the register that were both within the current management time horizon and posed considerable risk to project objectives by having both relatively high probability and impact. Prior to this update, the register contained a total of 547 risks, of which 128 were active (418 closed). This quarterly update resulted in a total of 559 risks, of which 107 are active (452 closed). Closed risks were those that no longer presents a potential impact, e.g., risks associated with surface and tunnel excavation at the stations and design risks that have been resolved since the last update. The rise in active risks this quarter is due to the close out of risk events in the two tunneling scope as well as placeholder risk identified for the exploration of potentially an earlier than planned project opening date to our Risk Mitigation Plan.

The top remaining risk subjects that will require at least partial mitigating action in the upcoming quarter are provided below along with their planned risk management strategies:

- **Civil to Systems Contract Interfaces**
Risk subjects pertaining to the transitioning interface between Tunneling contractors (U220 and U230) and Station Finishes contractors (U240 and U250) to Systems contractor (U830)
- **Systems Long Lead Items**
Long lead specialty materials that are necessary to complete for timely installation of track and signaling scope
- **Systems Software Development**
Development of the software systems to operate U-Link and the integration of the current operating system
- **Systems Final Design, Installation, Testing and Rail Activation (U830, U835, System-wide Testing/ Rail Activation)**
All phases U-Link systems integration between the cut over of the current operating systems through to the commissioning and occupancy of the U Link program
- **University of Washington Lab Relocation Mitigation**
Originally in 2008, UW indicated that lab relocation will not be required for University Link but has now determined that relocation is necessary prior to start of Northgate Link Extension tunnel construction.

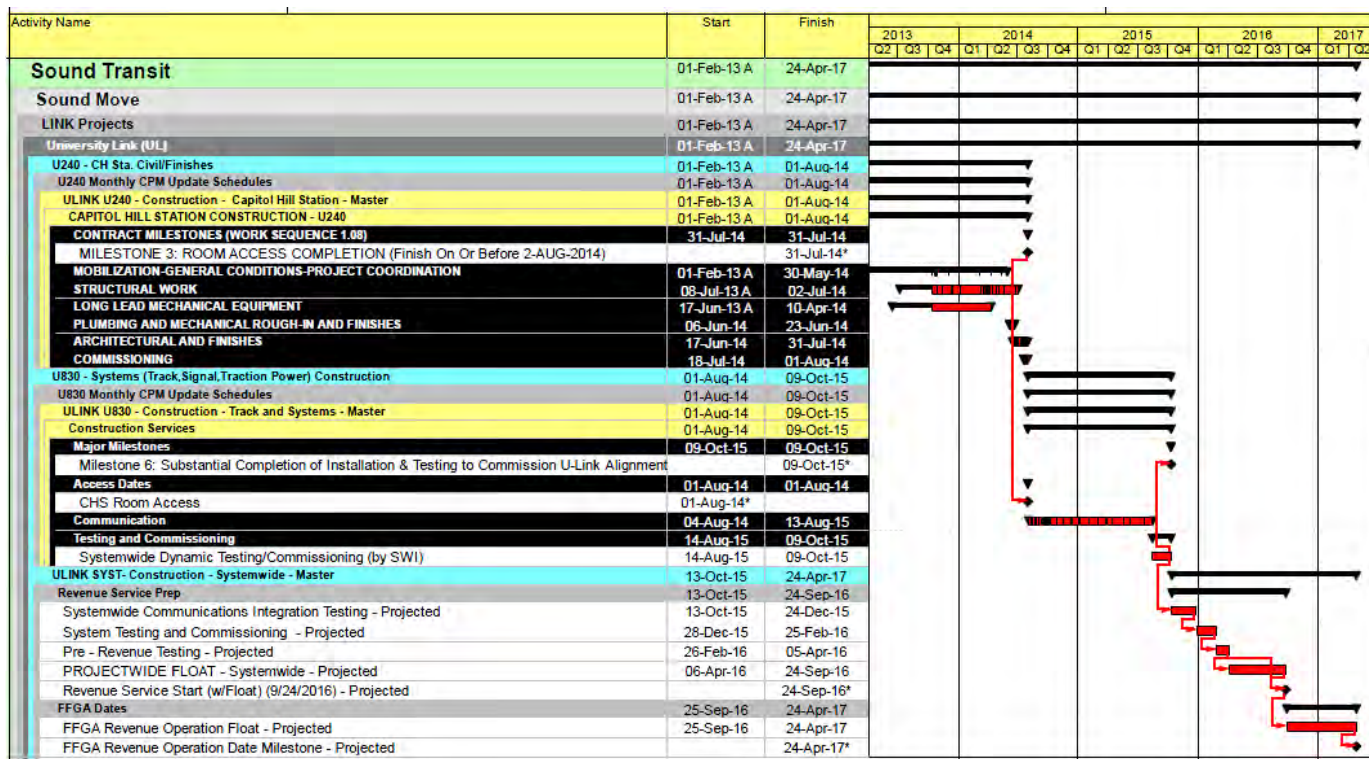
Project Schedule Summary

The University Link schedule is provided below. U210, U211 and U215 early work contracts have been completed. The U820 LRV Storage Yard Expansion Contractor has also completed all work. The U220 and U230 TBM mining is complete. At U250, the U830 has arrived on site to commence rail and plinth installation at the station and tunnels. U250 final structural work at the crossover area is ongoing at Gridlines 1 to 3. The Montlake Triangle Project pedestrian bridge falsework over Montlake has been removed and elevator installation is underway. U240 CHS Station Finishes Contractor is continuing with concrete work at the Northend, Southend and Central Area, working three fronts in the station box. The U240 Contractor has commenced track slabs rebar at the basement level in the central area of the station and mezzanine exterior wall pours are expected to be complete next period. U830 has completed rail charging at UWS and plinth and rail installation between CHS and PSST is nearing completion. Mobilization of the rail and plinth crew to UWS is progressing. Coordination between the U830 Systems Contractor and the station contractors are continuing. Procurement has commenced for U835 EMI/Vibration and the negotiations with a potential firm are progressing. U860 Fiber Retrofit; upgrades and fiber installation are now complete. The targeted revenue service milestone remains September 24, 2016.



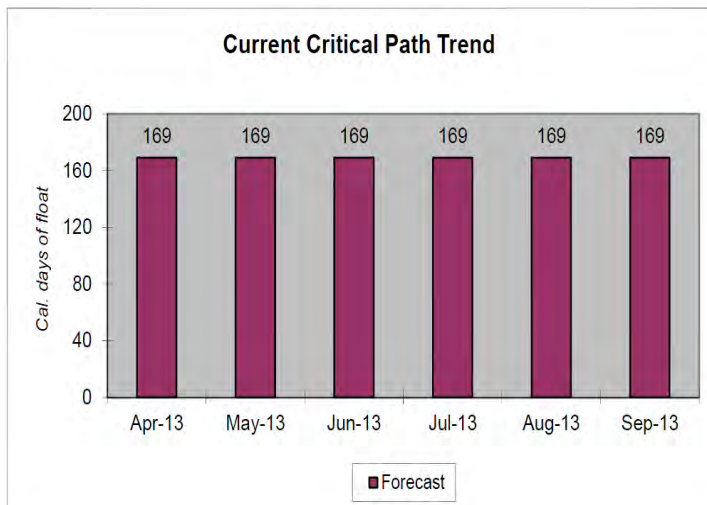
Progress and Critical Path Analysis

The U-Link master schedule update contains the tunnel contractors' schedules and interfaces with the stations and U830 (Track, Signal, Traction power and Communications System) schedules. Tunneling commenced in the 2nd QTR 2011 with the TBM assembly and launch. U220 and U230, TBM Mining, have achieved Substantial Completion and U830 has completed rail charging at the UWS with plinth rail installation complete in the SB tunnel between CHS and PSST. U240 has completed basement wall pours in the central area. The U240 and U830 contractors' schedules have now been incorporated into the Master Schedule. The critical path is progressing through U240 CHS system room access and the handover of these rooms to U830 for equipment installation and testing and commissioning. It is expected that the system room access milestone may be less of a factor with the Coordinated Installation Program that is underway at both U-Link stations. The baseline CPM schedule has been accepted for U240 and U830 and the U-Link critical path is now based on the Contractor's submittals. U830 system-wide communication integration testing will commence in the 3rd QTR 2015.



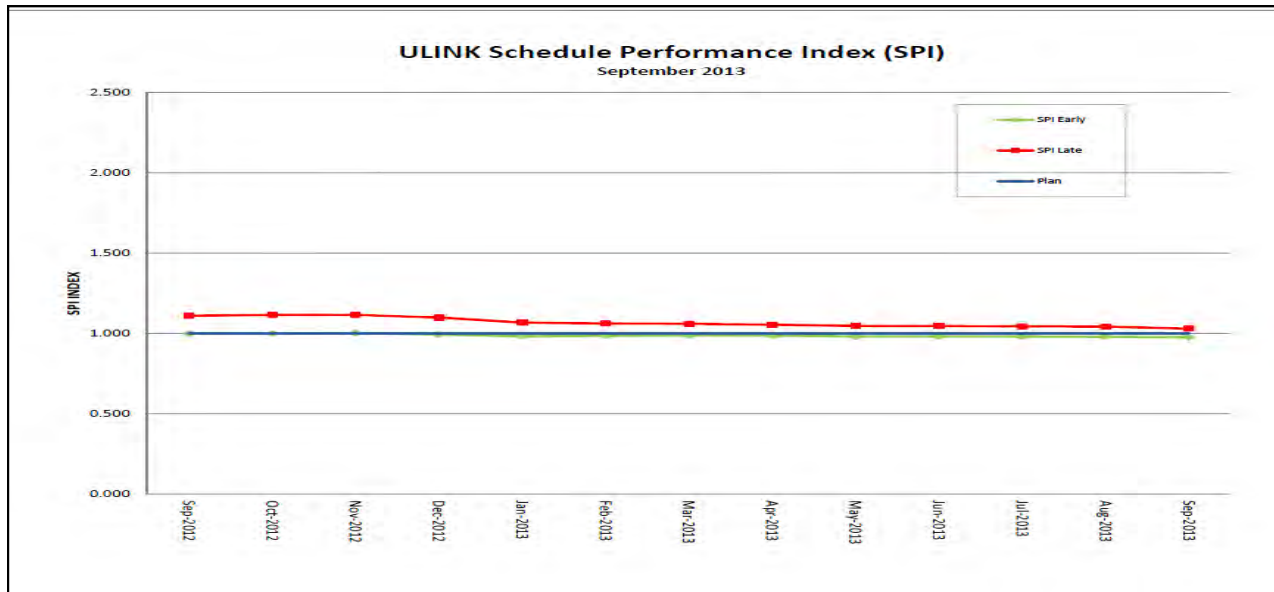
The critical path for the University Link schedule (above) derives from the completion of the cross passages between CHS to PSST (U230), to the installation of track, communication cabling and commissioning. Critical contract interfaces for cable and equipment installation by U830 have been included in the Coordinated Installation Program assigned to both the station contractors. Progress will continue to be monitored closely.

U-Link project float contingency remains at 169 days as the major tunnel contractors substantially completed the contracts and systems and station contractors continue work. No additional delays occurred this period. Progress will continue to be monitored closely.



Schedule Performance Index

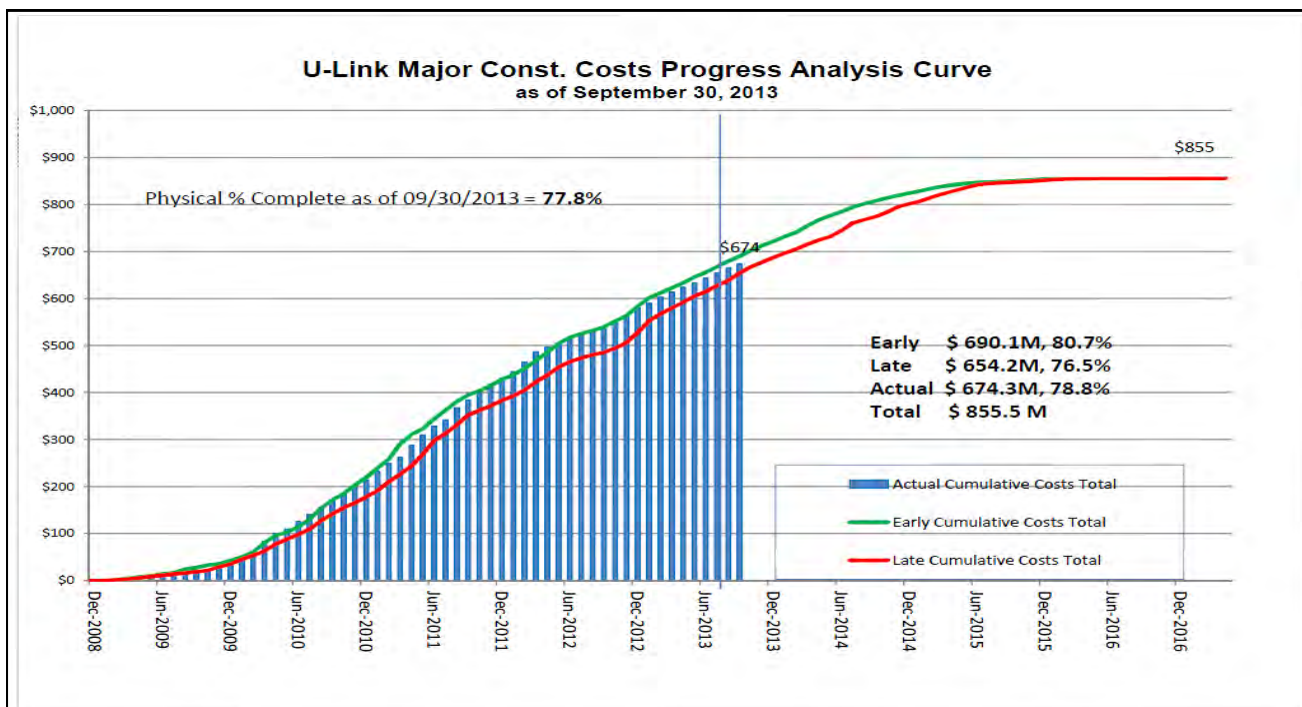
The Schedule Performance Index (SPI) for U-Link remains the same this period at .98 due to the slow procurement of equipment and materials at U240 and U830 and the late start of work activities on the U830 contract. (See details on individual contract sections.) Progress will continue to be monitored closely.



Cost Progress Analysis

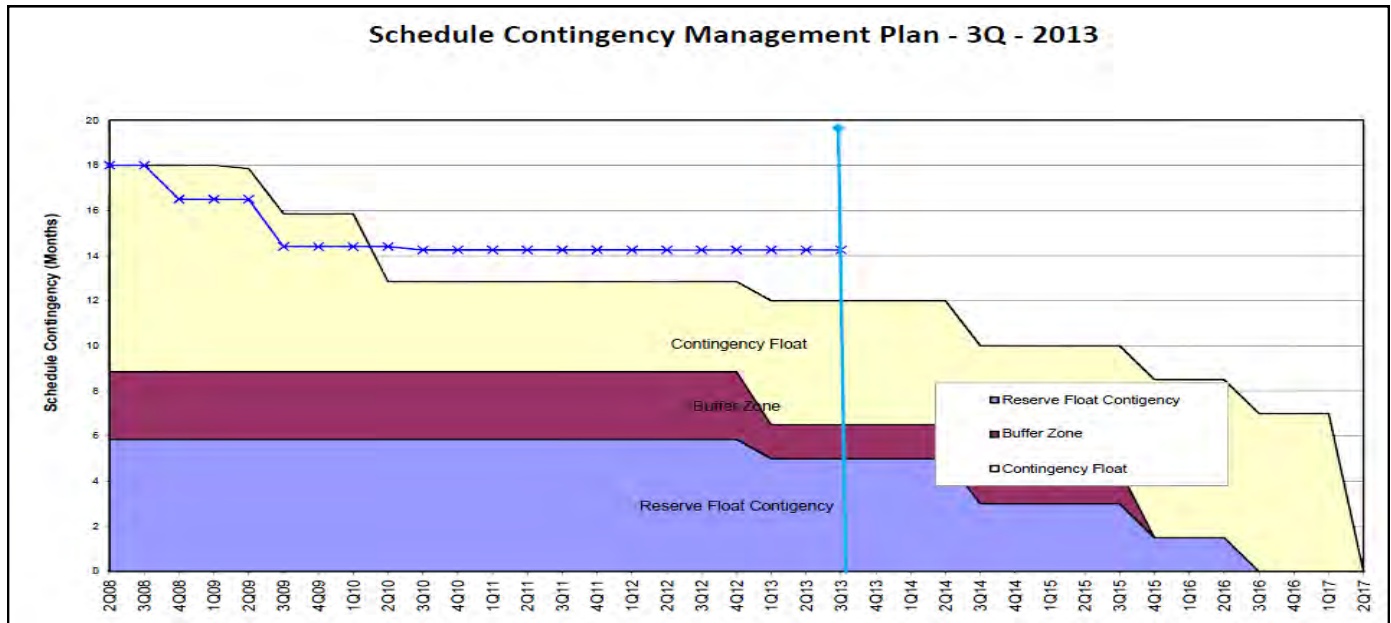
U220 and U230 are complete. U250 progress is now leveling off ; U240 and U830 have both mobilized on site and construction activities are well underway.

Overall U-Link physical % complete is at 77.8%. Below is a graphical representation of the progress of major construction contracts cost compared to the early/late projections.



Schedule Contingency Management

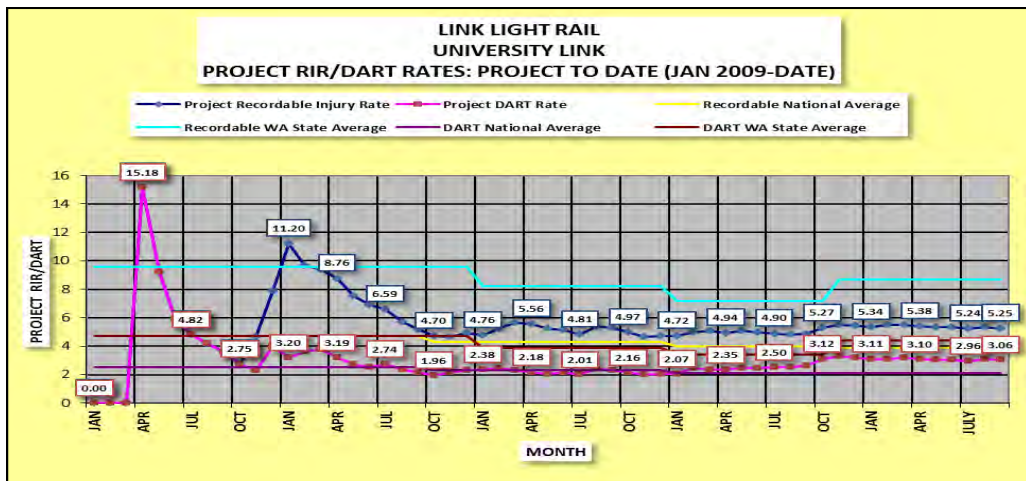
The “Minimum Schedule Contingency Curves” were established in the Project Execution Plan (PEP). The PEP segregated Schedule Contingency into “Forced Lag,” which is a built-in float on the Critical Path; “Buffer Float,” which is the duration between Sound Transit’s targeted Revenue Operation Date and the Schedule Revenue Operation Date; “Contingency Float,” which is the duration between Sound Transit targeted Revenue Operation Date and the FFGA Revenue Operation Date, and “Desired Minimum Float” which is the amount of schedule float the FTA requires Sound Transit to maintain. The current schedule contingency balance continues to be 14 months, 6 months above the “Desired Minimum Float” required by the PEP.



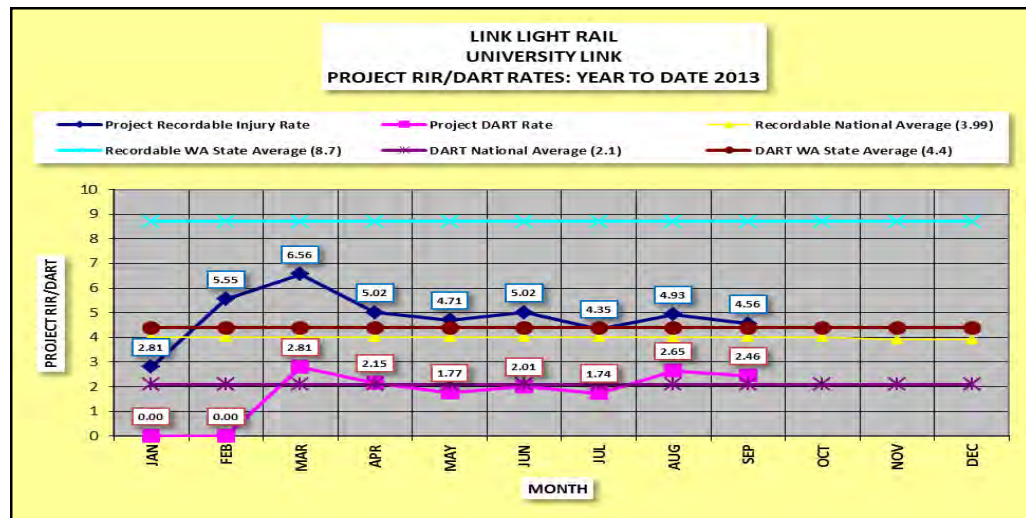
Construction Safety

Safety statistics for the reporting period and year-to-date are summarized in the table and charts.

Data/Measure	Sep 2013	Year to Date	Project to Date
Recordable Injury/Illness Cases	0	13	72
Days Away From Work Cases	0	1	14
Total Days Away From Work	0	111	573
Restricted or Modified Work Cases	0	6	28
Total Days Restricted or Modified Work	0	438	1476
First Aid Cases	2	13	114
Reported Near Mishaps	1	29	198
Ave. Nos. of Employees on Worksite	273	-	-
Total # of Hours (GC & Subs)	42,451	570,194	2,744,702
OSHA Incident Rates	Monthly Average	Year to Date	Project to Date
Recordable Injury Rate	0.00	4.56	5.25
DART Rate	0.00	2.46	3.06
Recordable National Average	4.00	4.00	4.00
DART National Average	2.10	2.10	2.10
Recordable WA State Average	7.20	7.20	7.20
DART WA State Average	3.40	3.40	3.40



The charts to the right show University Link's Recordable Injury Rates (*RIR*) and University Link's Days Away, Restricted or Modified (*DART*) Injury Rate as compared to the national average.



Quality Assurance Activities

Activities

- U830 - Perform QA Surveillance on Plinth Anchor Bolt Pull Test.

Issues

- Quality of concrete in placement and consolidation in U240 interior station walls
- Documentation of acceptability of dimensional extent of U220 jet block grout in UW north station wall.

Summary

Description	Sep 2013	Notes
No. of Audits Planned	0	None
No. of Audits Completed	0	None
Reports in Progress	0	None
No. of Audits Postponed	0	None

Sound Transit Board Actions

Board motions and resolutions directly related to University Link are summarized in the table below.

Motion Number	Description	Date
	None to report.	

Environmental

- Stormwater and industrial waste discharge permit compliance, along with the hazardous materials oversight, continue for the U-Link construction sites.

Community Outreach

- Installed updated signage at the University of Washington station ahead of football season.
- Received four proposals for three-year on-call community outreach consultant contract. Proposals are being evaluated. Expect to have on-call consultant under contract in October.
- Signed to extend the Capitol Hill Chamber of Commerce Business Mitigation Agreement one more year.
- Yourcapitol.com “Best Practices Guide” and “How to Guide” were completed. Working with web agency for yourcapitolhill.com version 2 content, also discussed strategy for transitioning all of the social media over to the Capitol Hill Chamber of Commerce at the end of October.
- Working to reschedule date for the easement from property adjacent to Capitol Hill construction trailers. Coordinating graffiti removal and business mitigation assistance for property adjacent to Capitol Hill construction trailers.
- Updating the University Link Flickr account with new photos.
- Provided outreach assistance for settlement monitoring survey at St. Demetrios.
- Sent construction alert regarding nighttime work at the University of Washington station.
- Prepared fact sheet for the Broadway Pedestrian Concourse Work.

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U220 Contract - TBM Tunnel (UWS to CHS)

Current Progress

The U220 contract achieved Substantial Completion on June 7, 2013. Continued close-out activities.

Close-out Activities

Current Period

- Continued close-out activities.

Next Period

- Continue close-out activities.
- Obtain MRB approval of remaining NCRs to formally issue Acceptance.

Closely Monitored Issues

- Claim 016 – Jet Grout Block Wall – TFK Executive Director Appeal received and ST Executive Director response due on October 29, 2013.

U230 Contract - TBM Tunnel (CHS to PSST)

Current Progress

Substantial Completion was achieved in March 2013. The Contractor completed the punchlist items and continued working on final documentation. Work is 100% complete.

Close-out Activities

Current Period

- The Contractor is in the process of achieving Final Acceptance, which includes release of the retainage bond.

Next Period

- Continue achieving Final Acceptance which includes processing of final payment.

Cost Summary

Present Financial Status	Amount
U220 Contractor— Traylor Frontier-Kemper Joint Venture (TFK)	
Original Contract Value	\$309,175,274
Change Order Value	\$12,067,459
Current Contract Value	\$ 321,244,733
Total Actual Cost (Incurred to date)	\$ 315,071,655
Financial Percent Complete	98%
Physical Percent Complete:	100%
Authorized Contingency	\$30,917,527
Contingency Drawdown	\$12,067,459
Contingency Index*	2.56

*Physical % complete / % contingency drawn down

Cost Summary

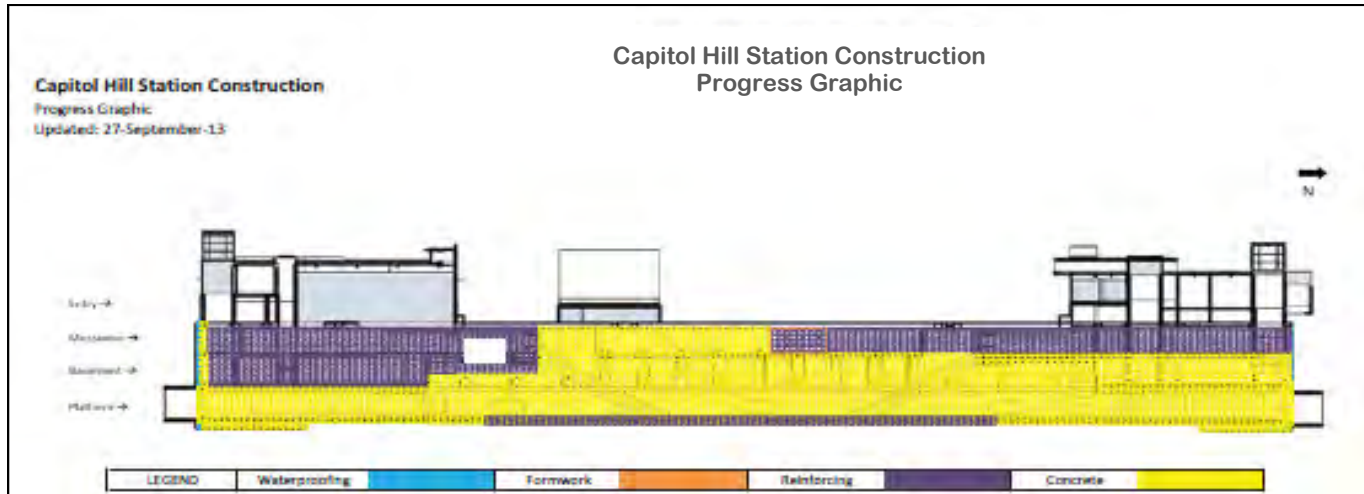
Present Financial Status	Amount
U230 Contractor— JCM Joint Venture	
Original Contract Value	\$153,556,000
Change Order Value	\$9,865,673
Current Contract Value	\$163,421,673
Total Actual Cost (Incurred to date)	\$156,859,970
Financial Percent Complete	96%
Physical Percent Complete	100%
Authorized Contingency	\$15,355,600
Contingency Drawdown	\$9,865,673
Contingency Index*	1.56

*Physical % complete / % contingency drawn down

U240 Contract – Capitol Hill Station

Current Progress

U240 placed the last interior wall pours at the basement level in the north end of the station, Area G. Area C tunnel head wall and the west exterior wall at the basement level were also poured. Installation of rebar for the platform level track slab has commenced and is expected to be completed early next period. The West Entry sitework is expected to commence at the end of next period. Physical % complete is at 35% against 32% contract time expended.



Schedule/Critical Path

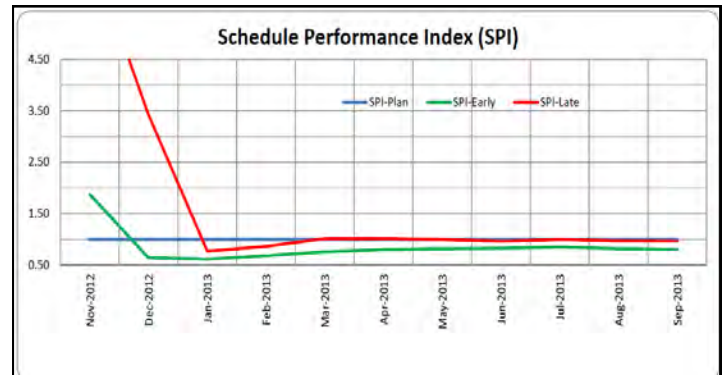
The Contractor has fully mobilized on site and is concurrently working all three fronts of the project, the central area, north end and south end. The critical path will continue through the central structure to the south end and into architectural finishes as the Contractor completes the Systems Rooms for turnover to U830 Contractor, Milestone #3- Room Access Completion, which is reporting no float. The Coordinated Installation Program may resolve this constraint by utilizing a phased approach to system room access. The access constraints at Pine Street will remain the driver to Substantial Completion but may be mitigated in the future by the Coordinated Installation Program as both contractors continue discussions. Milestone #4, Substantial Completion is also reporting no float.

Activity Name	Start	Finish	2013				2014				2015			
			Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4		
ULINK U240 - Construction - Capitol Hill Station - Master	15-Nov-12 A	31-Jul-15												
CAPITOL HILL STATION CONSTRUCTION - U240	15-Nov-12 A	31-Jul-15												
CONTRACT MILESTONES (WORK SEQUENCE 1.08)	18-Apr-13 A	31-Jul-15												
Milestone#1a Per Change Order#1 (Complete Base Slab)- 41 days after NTP to Area C		18-Apr-13 A												
MILESTONE 2: BASIC CHS STRUCTURE COMPLETION (Finish On Or Before 2-APRIL-2014)		31-Mar-14*												
MILESTONE 3: ROOM ACCESS COMPLETION (Finish On Or Before 2-AUG-2014)		31-Jul-14*												
MILESTONE 1: PINE STREET SHAFT BELOW ELEV 130 (2-JULY-2015)		02-Jul-15*												
MILESTONE 1C: COMPLETION OF ALL PINE STREET WORK (90 Days After NTP)		02-Jul-15*												
MILESTONE 4: SUBSTANTIAL COMPLETION (1-AUG-2015)		31-Jul-15*												
MOBILIZATION-GENERAL CONDITIONS-PROJECT COORDINATION	15-Nov-12 A	10-Jul-15												
STRUCTURAL WORK	15-Nov-12 A	19-Jun-15												
ARCHITECTURAL AND FINISHES	28-May-13 A	28-Apr-15												
PINE STREET CONNECTOR TUNNEL	06-Apr-15	02-Jul-15												
FINAL INSPECTIONS	04-Mar-15	31-Jul-15												
COMMISSIONING	14-Oct-13	30-Jul-15												

Link Light Rail University Link Extension– Stations

Schedule Performance Index

U240 is trending behind as materials - structural steel, rebar and vertical transportation equipment - have not been procured per the early projections. As a result, the SPI based on early forecast is below 1.0 at 0.83. Production levels and material procurement will continue to be monitored closely.



Key Activities

Current Period

- U240 contractor completed 5 of 6 central Area A, mezzanine level concrete wall pours and began dismantling the Peri Traveler system to make way for installation of the concrete walls under the Denny Way bridge; continued with installation of the south Area C basement level exterior walls.
- Waterproofing subcontractor continued waterproofing installation of south basement/mezzanine level central Area A walls and continue closure of detention tiebacks.
- Reinforcing subcontractor continued fabrication of rebar mats on the surface, placing rebar for basement and mezzanine level pours in Areas G, A and C.
- Electrical and mechanical subcontractor's continued rough in work under mezzanine wale in central Area A.
- Potholed and installed a temporary dewatering drain line across Broadway Ave. in preparation for upcoming West Entry works at the end of October.

Next Period

- Electrical and mechanical subcontractors will continue MEP block outs for the north Area G mezzanine slab.

- U240 contractor will complete the central Area A, mezzanine level wall pours, continue with the north end mezzanine level slab pours in Area G, and pour the south Area C basement level interior and exterior wall pours; start fabrication of the central Area A, structural soffit framing.
- Reinforcing subcontractor will continue fabricating wall rebar mats at surface grade for exterior wall installation in Area C and continue rebar installation for the north mezzanine level slab in Area G; pace the second and third and complete central Area A, platform track slabs.

Closely Monitored Issues

- There is some uncertainty as to when the permanent power to the station will be available. Coordination continues with the U830 Contractor and Seattle City Light.
- Third party coordination continues in preparation for construction of the Broadway pedestrian concourse.
- The contractor is slightly behind on north Area G basement interior partition wall concrete work which impacts the next major mezzanine slab shoring and subsequent concrete work. They have indicated that they continue to develop an alternate plan to improve the north Area G and Area C interior wall concrete wall schedule.

Cost Summary

Present Financial Status	Amount
U240 Contractor - Turner Construction Co.	
Original Contract Value	\$104,850,276
Change Order Value	\$454,767
Current Contract Value	\$105,305,043
Total Actual Cost (Incurred to date)	\$25,763,529
Financial Percent Complete:	24%
Physical Percent Complete:	35%
Authorized Contingency	\$5,242,514
Contingency Drawdown	\$454,767
Contingency Index	3.37



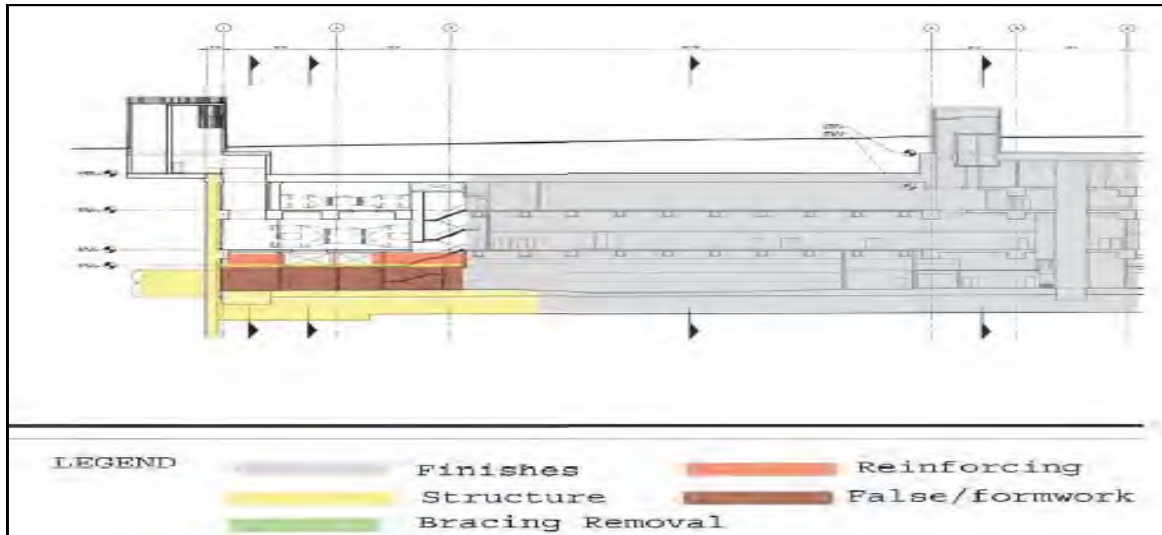
Progress of north basement level interior walls (CHS).

U250 Contract – *University of Washington Station*

Current Progress

Backfill installation continues at the West side of the site. Basement level 4, grid 1 to 3 concrete has been placed. Elevator 1 and 2 installation continues. Milestone #3 UWS Room Access was achieved last period. At the Montlake Triangle Pedestrian Bridge, elevator 3 installation is ongoing. Coordination between U830 continues as they mobilize on site for rail and plinth work. Work progress continued with approximately 84% physical completion against 69% contract time expended.

U250 Production Graphic



Schedule/Critical Path

Milestone #1, Basic Structure Complete, is now complete. Milestone #3, UWS room access was completed last period. Milestone #7, Substantial Completion, is reporting no float. The Contractor is meeting production forecasts at this time.

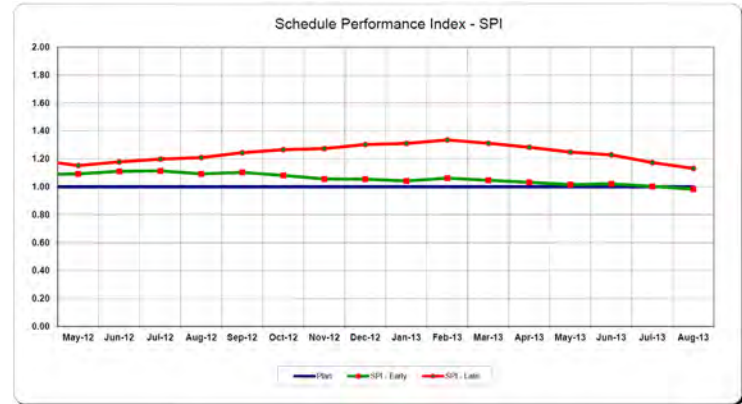
The critical path continues through the installation of the station roof slabs, basement level and platform floor slabs under a modified top down construction plan. The U250 Contractor is now mobilized to the south end between Gridlines 1 and 3. U830 completed rail charging and 26kV cable installation and is now preparing for plinth and rail installation. All Systems critical rooms are expected to be available to the U830 Systems Contractor, as the station and crossover near completion the 1st QTR 2014. Final testing and commissioning will then complete the U250 work.

Activity Name	Start	Finish	2013				2014				2015				2016			
			Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4		
ULINK U250 - Construction - UW Station	05-Apr-11 A	14-Nov-14																
MILESTONES	01-Apr-13 A	14-Nov-14																
MILESTONE 1 (727d FROM NTP) (31 Mar 13) ACHIEVE BASIC STRUCTURE COMPLETION OF STATION		01-Apr-13 A																
MILESTONE 2 (60d FROM OCC OF EAST BOUNDARY F3) (01 Apr 13)		06-May-13 A																
MILESTONE 3 (880d FROM NTP) (31 Aug 13) UWS ROOM ACCESS COMPLETION		30-Aug-13 A																
MILESTONE 4 (1031d FROM NTP) (29 Jan 14) BASIC STRUCTURE COMPLETION OF ENTIRE UWS FOR USE BY SYSTEM WIDE CONTRACTORS		20-Jan-14*																
MILESTONE 5 (1033d FROM NTP) (31 Jan 14) UWS ROOM ACCESS COMPLETION FOR ALL SYSTEM ROOMS		21-Jan-14*																
MILESTONE 6 (1160d FROM NTP) (07 Jun 14) RESTORATION OF THE SITE OUTSIDE OF THE CONSTRUCTION WORK AREA		30-May-14*																
MILESTONE 7 SUBSTANTIAL COMPLETION OF ALL WORK (1320d FROM NTP) (14 Nov 14) SUBSTANTION COMPLETION OF ALL WORK		14-Nov-14*																
CONSTRUCTION	05-Apr-11 A	14-Nov-14																
STATION	05-Apr-11 A	14-Nov-14																
CROSSOVER	01-Aug-12 A	12-Sep-14																
ABOVE GRADE ENTRY	31-Aug-12 A	27-Oct-14																
PEDESTRIAN BRIDGE	29-Feb-12 A	07-Mar-14																

Link Light Rail University Link Extension– Stations

Schedule Performance Index

The U250 Schedule Performance Index (SPI) has fallen below 1.00 this period to 0.98. Construction progress is trending per the plan as the contractor is in full swing of MEP Rough-In and has started on the final structural concrete work in the South end now that the U830 has completed the rail charging and the 26kV installation operations.



Key Activities

Current Period

- Continued formwork and reinforcing for Basement Level walls, Grids 1-3 and continued placing concrete for Basement Level 4 walls, Grids 1-3.
- Contractor continued wall tile and backer board installation at the mezzanine level.
- Continued overhead HVAC, Electrical, Plumbing and Sprinkler rough-ins in the basement & mezzanine levels.
- Continued installation of Elevator 1 & 2; commenced Elevator 4.
- Continued backfill activities along the west edge of the site and continued installation of underground utilities.
- Montlake Triangle Project, SP-1 Pedestrian Bridge:* Continued painting bridge superstructure, roof framing for the mechanical/electrical rough-in Elevator 3 interior walls and commenced roofing.

Next Period

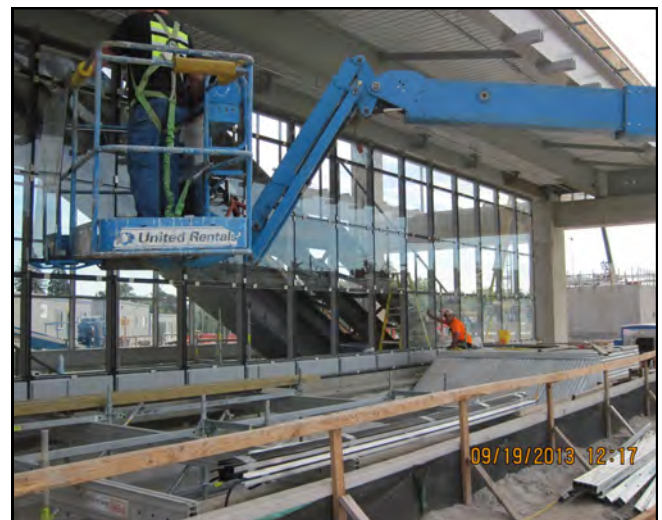
- Continue wall tile and backer board installation at the mezzanine level.
- Continue backfilling along the west edge of the site and complete connections for sewer at access road.
- Continue with metal panel installation.
- Continue overhead HVAC, Electrical, Plumbing and Sprinkler rough-ins.
- Continue headhouse roof decking and painting of roof steel.
- Continue installation of Elevator 1, 2 & 4.
- Montlake Triangle Project, SP-1 Pedestrian Bridge:* Continue painting bridge superstructure, mechanical/electrical rough-in for Elevator 3 and roofing.

Closely Monitored Issues

- Permanent power activation is needed to permit testing and commissioning activities. The possibility of energizing permanent power earlier than the originally projected 3rd QTR 2014 date is being coordinated with SCL and U830. U830 is expected to authorize early fabrication of the metering equipment.

Cost Summary

Present Financial Status	Amount
U250 Contractor - Hoffman Construction Co.	
Original Contract Value	\$141,745,898
Change Order Value	\$2,478,736
Current Contract Value	\$144,224,634
Total Actual Cost (Incurred to date)	\$110,407,628
Financial Percent Complete:	76%
Physical Percent Complete:	84%
Authorized Contingency	\$7,087,295
Contingency Drawdown	\$2,478,736
Contingency Index	2.31



Glass installation at the head house.

U820 Contract - LRV Storage and Yard Expansion

U830 Contract - Track, Signal, Traction power and Communications Systems

P821 Contract - Light Rail Vehicles

C802 Contract - Signals Systems

Key Activities

Current Period

U820- LRV Storage and Yard Expansion

- Completed all work.

P821 – Light Rail Vehicles

- Continued warranty activities.
- Completed minor change order activities.

C802 - Signals System

- Completed all work.

Other Systems

- U860 Network Fiber Network closed.
- Continued coordination of Agency initiated system network standardization.
- Continued testing and completion activities for U826 Radio Console upgrade.

Next Period

P821 – Light Rail Vehicles

- Contract close-out activities.

Other Systems

- Continue coordination of Agency initiated system network standardization.
- Complete activities for U826 Radio Console upgrade.

Closely Monitored Issues

- None to report this period.

P821 Cost Summary

Present Financial Status	Amount
P821 Manufacturer — Kinkisharyo Intl.*	
Original Contract Value (U-Link Option)	\$94,576,095
Change Order Value	\$4,598,480
Current Contract Value	\$99,174,575
Total Actual Cost (Incurred To Date)	\$98,643,296
Financial Percent Complete:	99.5%
Physical Percent Complete:	100%
Authorized Contingency	\$4,608,904
Contingency Drawdown	\$4,598,480
Contingency Index	N/A

*Change Order to Initial Segment LRV Contract

C802 Cost Summary

Present Financial Status	Amount
C802 Train Control —GETS Global Signaling, LLC*	
Original Contract Value (U-Link Option)	\$1,996,269
Change Order Value	\$15,390
Current Contract Value	\$2,011,659
Total Actual Cost (Incurred To Date)	\$2,011,659
Financial Percent Complete:	100%
Physical Percent Complete:	100%
Authorized Contingency	\$103,731
Contingency Drawdown	\$15,390
Contingency Index	N/A

*Change Order to Initial Segment Train Control Contract.
55% of contract costs are assigned to U-Link 45% Northgate Link.

Link Light Rail

University Link Extension - Systems



U830 Contract – Track, Signal, Traction Power and Communications

Current Progress

Rail and plinth installation is nearing completion between CHS and PSST. Preparation for rail installation is now underway in the N04 tunnels. Track construction is now 16% complete. Coordination between station contractors will continue. Construction submittal preparation is ongoing. Work progress continued with approximately 17% physically complete against 29% contract time expended.

Schedule/Critical Path

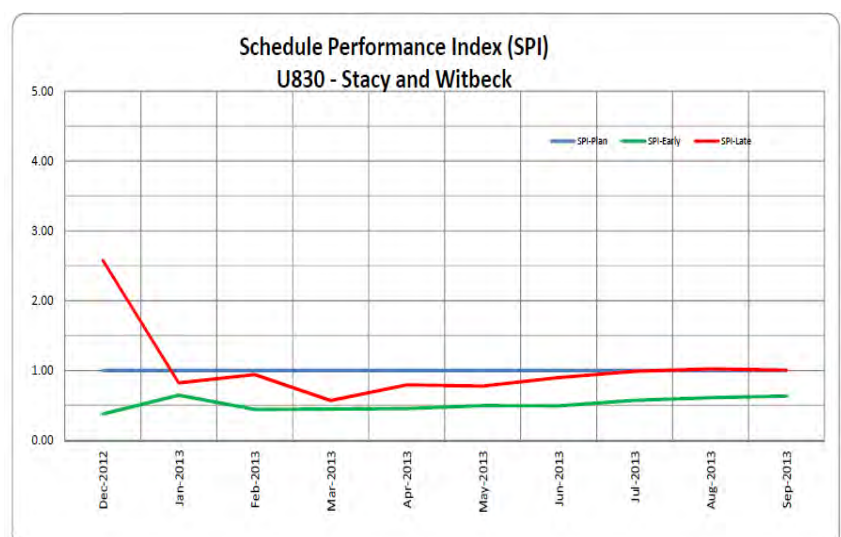
Milestone #5 (Installation and Testing of existing Alignment Retrofit) has two days of positive float. Milestone #6 Substantial Completion is reporting two days of positive float. Systems Room Access at CHS is driving U-Link segment Communications Installation through system wide testing. Contractor production rates and construction submittals are being tracked closely.

The Critical Path #1 runs through design submittals and communications equipment procurement and Initial Segment retrofit through system wide testing and substantial completion. Critical Path #2 runs through system room access in July 2014 at CHS for communication cabling and equipment installation. The Coordinated Installation Program may resolve this constraint by utilizing a phased approach to system room access.

Activity Name	Start	Finish	2013		2014				2015				2016		
			Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3
ULINK U830 - Construction - Track and Systems - Master	01-Nov-12 A	05-Oct-15													
Construction Services	01-Nov-12 A	05-Oct-15													
Major Milestones	02-May-13 A	02-Oct-15													
Milestone 1: Complete Work for Rail Distribution @ Capitol Hill Station Site		02-May-13 A													
Milestone 2: Complete Work for Rail Distribution @ UWS		06-Aug-13 A													
Milestone 4: Complete Work & Testing for AC Circuit Breaker Switchgear @ UWS		29-May-14*													
Milestone 3: Complete Work & Testing for AC Circuit Breaker Switchgear @ CHS		04-Nov-14*													
Milestone 5: Substantial Completion of Installation & Testing to Commission Existing Alignment Retrofit		08-Dec-14*													
Milestone 6: Substantial Completion of Installation & Testing to Commission U-Link Alignment		02-Oct-15*													
Trackwork	11-Dec-12 A	05-Oct-15													
OCS	11-Dec-12 A	24-Aug-15													
Traction Power / Substations	11-Dec-12 A	28-Sep-15													
Signals	11-Dec-12 A	30-Sep-15													
Communication	01-Nov-12 A	29-Sep-15													
Testing and Commissioning	29-May-14	02-Oct-15													

Schedule Performance Index

The SPI based on early forecast is below 1.0 at 0.6. Production levels and material procurement will continue to be monitored closely. 26kV cable installation is complete and plinth and rail installation plinth and rail installation is nearing completion between CHS to PSST. Preparation for rail and plinth crews mobilizing to UWS are underway. Systems room access at U240 is driving Communication Equipment installation and commissioning but the progress towards cutover of the SCADA system on the Initial Segment must be monitored closely.



Key Activities

Current Period

- Bids for the O&M Facility Control Room Renovation were opened and two bids were received; staff evaluating bid and selected lowest and successful bidder.
- Held the quarterly partnering session with Contractor to ensure design and test planning activities are proceeding as scheduled.
- Sound Transit initiated negotiations with U-Link Contractors to achieve the possibility of early service opening.
- *Trackwork*- Ongoing track construction northbound tunnel between CHS and PSS; Ongoing shipment of rail fasteners and equipment and materials for rail construction.
- *Traction Power Systems/Signal/COM-SCADA Systems*: COM/SCADA subconsultant initiated coordination with ST and KCM to perform field verification to develop work plans and testing procedures for upcoming cutover testing of SCADA System; design work ongoing; work plans and design submittals in various phases of review and approval.

Next Period

- Continue track construction northbound tunnel between CHS and PSST.
- Initiate mobilization at UWS area in preparation for trackwork.
- Continue coordination with KCM to perform field verification to develop work plans and testing procedures for upcoming cutover testing of SCADA System.
- Continue delivery of rail fasteners and other materials and equipment in the tunnel staging area.
- Continue negotiations with U-Link Contractors to achieve the possibility of early service opening.
- Ongoing review and approval of RFIs, other technical submittals and work plans.
- Ongoing weekly technical meeting with subcontractors on the construction schedule and interfaces with Contractor.
- Ongoing U830 progress meeting with CM Team.

Closely Monitored Issues

- *SCADA Cutover Plan*: CM team monitoring all of the necessary information and work plans required for the upcoming retrofit (cutover) work.
- ST continues to monitor contractor progress of the Systems Assurance submittals. Contractor is working with the subcontractor to get their equipment information.

Cost Summary

Present Financial Status	Amount
U830 GC/CM Contractor - Stacy & Witbeck	
Original Contract Value	\$119,167,433
Change Order Value	\$400,024
Current Contract Value	\$119,567,457
Total Actual Cost (Incurred to date)	\$24,702,065
Financial Percent Complete:	18%
Physical Percent Complete:	17%
Authorized Contingency	\$5,958,373
Contingency Drawdown	\$400,024
Contingency Index	2.8

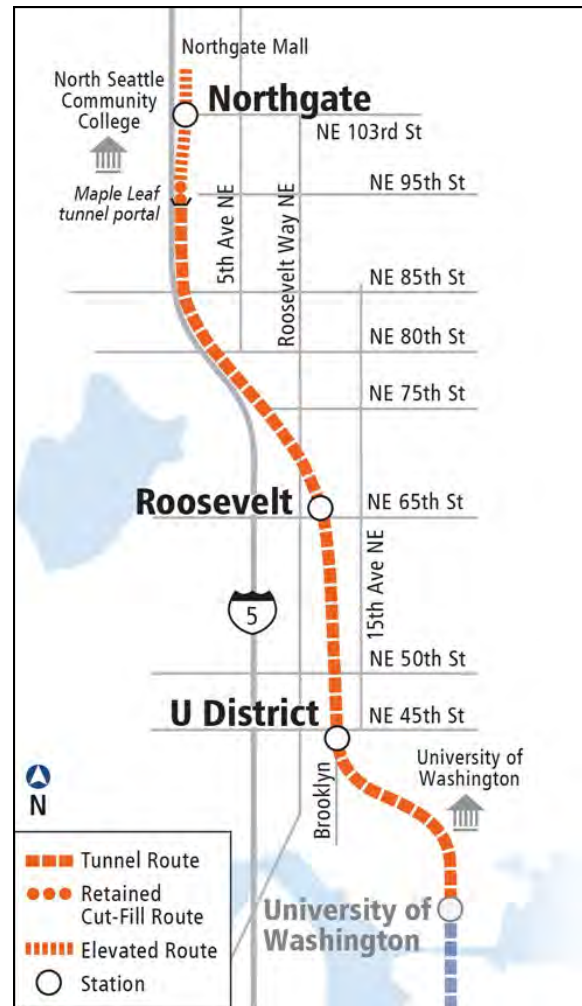


Concrete placement continues.

Link Light Rail Northgate Link Extension

Scope

- Limits:** The Northgate Link Extension consists of 4.3 miles of light rail extending from the University of Washington to Northgate.
- Alignment:** The extension begins at the UW Station, boring tunnels under campus then continues north to a portal located north of NE 94th Street on the east side of I-5, then transitioning to an aerial structure running north to the Northgate Mall.
- Stations:** The U District Station is an underground station located on the west side of the UW campus near Brooklyn Ave. and NE 45th St. The Roosevelt Station is an underground station located near NE 65th St. and 12th Ave NE. The Northgate Station is an elevated station located at the southwest edge of the Northgate Mall property.
- Systems:** Include Signals, track electrification, and SCADA communications, and an additional 40 light rail vehicles.
- Budget:** \$2.131 Billion
- Service:** September 2021
- Phase:** Final Design and Construction.



Map of Northgate Link Extension route and stations.

Key Project Activities

- Briefed the Sound Transit CEO Joni Earl and Deputy CEO Mike Harbour on status of Simon Property Group discussions regarding Northgate property acquisitions and parking garage issues. CEO briefed Board member Dow Constantine on these issues and future TOD plans for the area.
- Executed the Notice to Proceed for the N125 (TBM Tunnels) with an effective start date of September 30.
- The N125 contractor, JCM Northlink, submitted their preliminary 90-day schedule and is being reviewed; transmitted over 150 submittals and RFIs and are preparing to mobilize on site early October.
- City of Seattle signed the Amendment North Link Supplement Agreement.
- Presented the Northgate Station parking garage concept to the Project Review Committee (PRC) of the State's Capital Projects Advisory Review Board. PRC approved the use of Design Build procurement for this project.
- The WSDOT Air Space leases were signed and became effective September 27.

Closely Monitored Issues

- Resumed final design work on the N160 Aerial Guideway and Northgate Station. Continued to coordinate with King County Metro, WSDOT and the City of Seattle on implementation of the revised design as directed by the Executive Steering Committee.
- Continued working with WSDOT to finalize approvals of agreements related to the Airspace lease required for N125 work in the WSDOT right-of-way.
- Continued to explore alternatives for both temporary parking replacement and permanent parking accommodations for the Northgate Station.

Project Cost Summary

The Northgate Link project cost is summarized below by two cost categorizations. In the first table, the cost is summarized in accordance with Sound Transit's Work Breakdown Structure (WBS). The second table summarizes the project in accordance with the FTA's Standard Cost Category (SCC) format. The figures in both tables are shown in millions.

Cost Summary by Phase

Project Phase	Baseline Budget	Current Adopted Budget	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Adopted Budget vs. EFC
ADMINISTRATION	\$149.5	\$149.5	\$14.5	\$15.6	\$149.5	\$0.0
PRELIMINARY ENGINEERING	\$15.1	\$15.1	\$15.1	\$15.1	\$15.1	\$0.0
FINAL DESIGN	\$113.1	\$113.1	\$97.2	\$59.3	\$115.5	\$(2.3)
CONSTRUCTION SERVICES	\$112.1	\$112.1	\$75.5	\$2.6	\$112.1	\$0.0
3rd PARTY AGREEMENTS	\$11.0	\$11.0	\$10.5	\$2.4	\$11.0	\$0.0
CONSTRUCTION	\$1,323.5	\$1,323.5	\$464.3	\$20.9	\$1,321.9	\$1.6
VEHICLES	\$259.1	\$259.1	\$0.0	\$0.0	\$259.1	\$0.0
ROW	\$148.1	\$148.1	\$52.3	\$51.3	\$147.3	\$0.8
Total	\$2,131.4	\$2,131.4	\$729.3	\$167.1	\$2,131.4	\$0.0

The Estimated Final Cost (EFC) for the project as of this reporting period is \$2,131.4M, which is equal to the project budget. This period approximately \$4.2M was incurred, of which \$1.8M was for construction, primarily attributable to the N125 construction contract. Another \$1.3M was for civil and systems final design and \$290K was for construction management. The remaining expenditures were for right-of-way, third party coordination, staff, and other direct charges.

Cost Summary by SCC

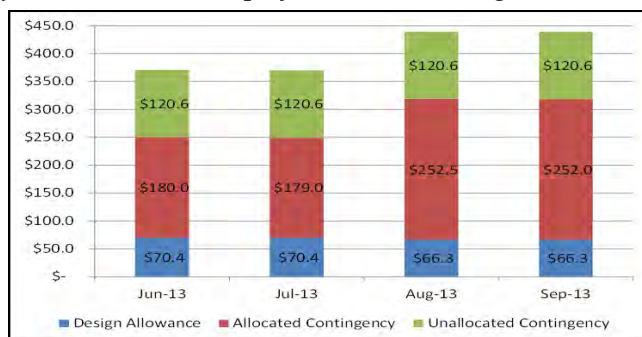
SCC Element	Baseline Budget	Current Adopted Budget	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Adopted Budget vs. EFC
10 GUIDEWAY & TRACK	\$615.1	\$615.1	\$326.7	\$6.9	\$598.3	\$16.8
20 STATIONS	\$434.2	\$434.2	\$39.1	\$0.7	\$356.5	\$77.7
30 SUPPORT FACILITIES: YARD, SHOP	\$5.3	\$5.3	\$5.2	\$5.2	\$5.2	\$0.1
40 SITEWORK & SPECIAL CONDITIONS	\$64.3	\$64.3	\$87.4	\$6.9	\$127.5	\$(63.2)
50 SYSTEMS	\$110.9	\$110.9	\$0.9	\$0.9	\$110.9	\$0.0
Construction Subtotal (SCC 10 - 50)	\$1,229.9	\$1,229.9	\$459.3	\$20.6	\$1,198.4	\$31.5
60 ROW, LAND, EXISTING IMPROVEMENTS	\$143.1	\$143.1	\$52.3	\$51.3	\$142.3	\$0.8
70 VEHICLES	\$236.9	\$236.9	\$0.0	\$0.0	\$236.9	\$0.0
80 PROFESSIONAL SERVICES	\$400.8	\$400.8	\$217.7	\$95.3	\$406.3	\$(5.5)
90 CONTINGENCY	\$120.8	\$120.8	\$0.0	\$0.0	\$147.5	\$(26.7)
Capital Total (SCC 10 - 90)	\$2,131.4	\$2,131.4	\$729.3	\$167.1	\$2,131.4	\$0.0

The Estimated Final Cost (EFC) for some contract packages have been reassessed and revised as a result of the award of Contract N125 at a lower amount than adopted budget (the market risk for this contract is drastically reduced). The variances associated with some of the SCC group shown above reflect the updated EFC due to the reassessment effort.

Cost Contingency Status

The current contingency balance for the project is \$438.9M, which is an decrease of \$0.5M from the previous reporting period, though still an increase of \$42.7M above the baseline. The decrease this period is due to the execution of change orders under the civil final design contract. Current contingency balance is 22.3% of project work remaining.

Contingency Status	Baseline		Current	
	Amount	% of Total	Amount	% of Work Remaining
Design Allowance	\$ 113.9	5.3%	\$ 66.3	3.4%
Allocated Contingency	\$ 184.0	8.6%	\$ 252.0	12.8%
Unallocated Contingency	\$ 98.3	4.6%	\$ 120.6	6.1%
Total	\$ 396.2	18.6%	\$ 438.9	22.3%



Link Light Rail Northgate Link Extension



Cost Contingency Status, continued

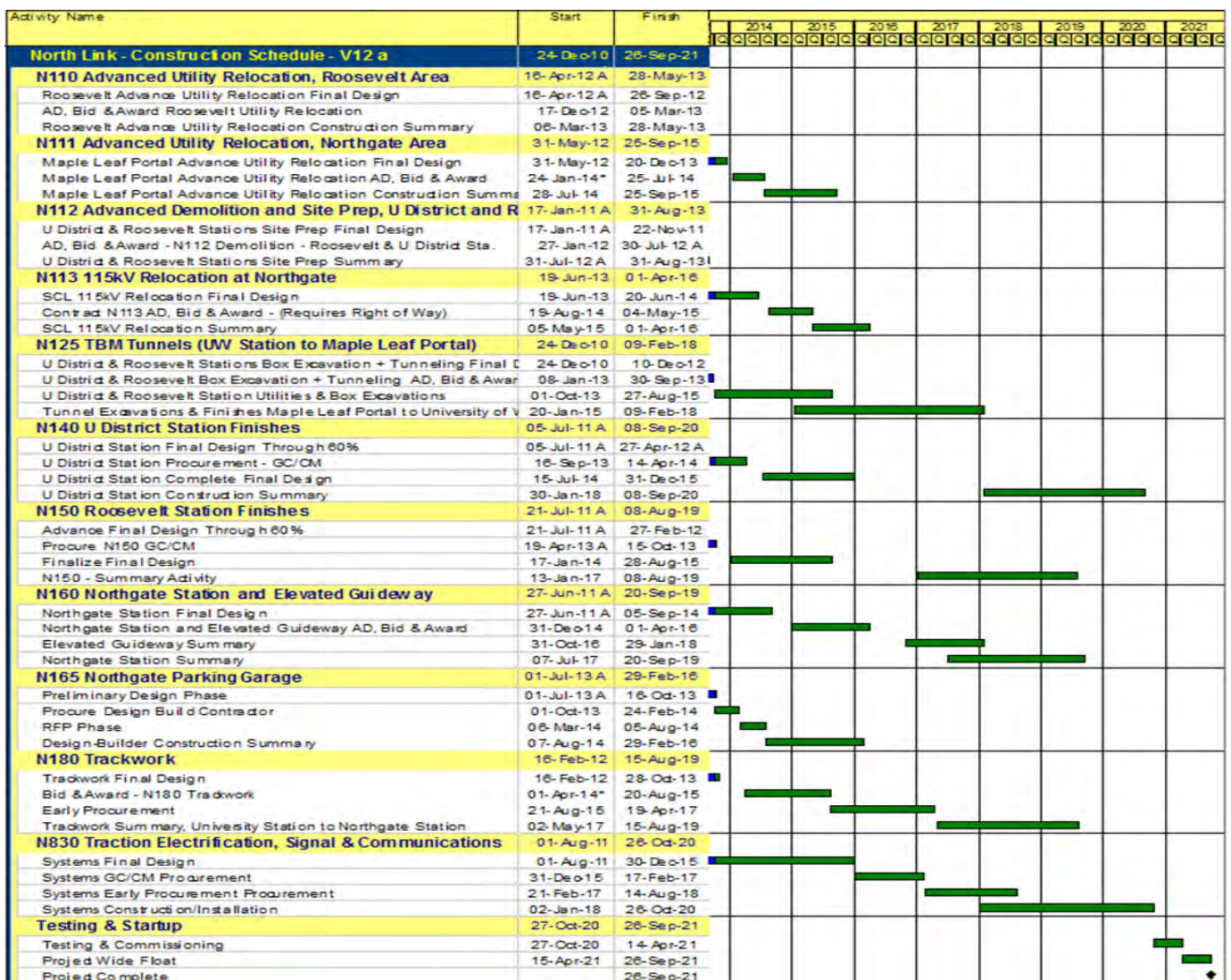
Design Allowance – Compared to the baseline amount of \$113.9M, Design Allowance has decreased by \$47.6M to \$66.3M. During this reporting period, Design Allowance decreased by \$4.0M, primarily due to updated cost estimates for N111, N160 and N180. No changes to the Design Allowance occurred during this reporting period.

Allocated Contingency – Compared to the baseline amount of \$184.M, Allocated Contingency has increased by \$68M to \$252M. During this reporting period Allocated Contingency decreased by \$0.5M due to the execution of change orders under the civil design contract.

Unallocated Contingency – Compared to the baseline amount of \$98.3M, Unallocated Contingency has increased by \$22.2M to \$120.6M, due to updated cost estimate for the vehicles procurement. No changes in Unallocated Contingency were made during the current reporting period.

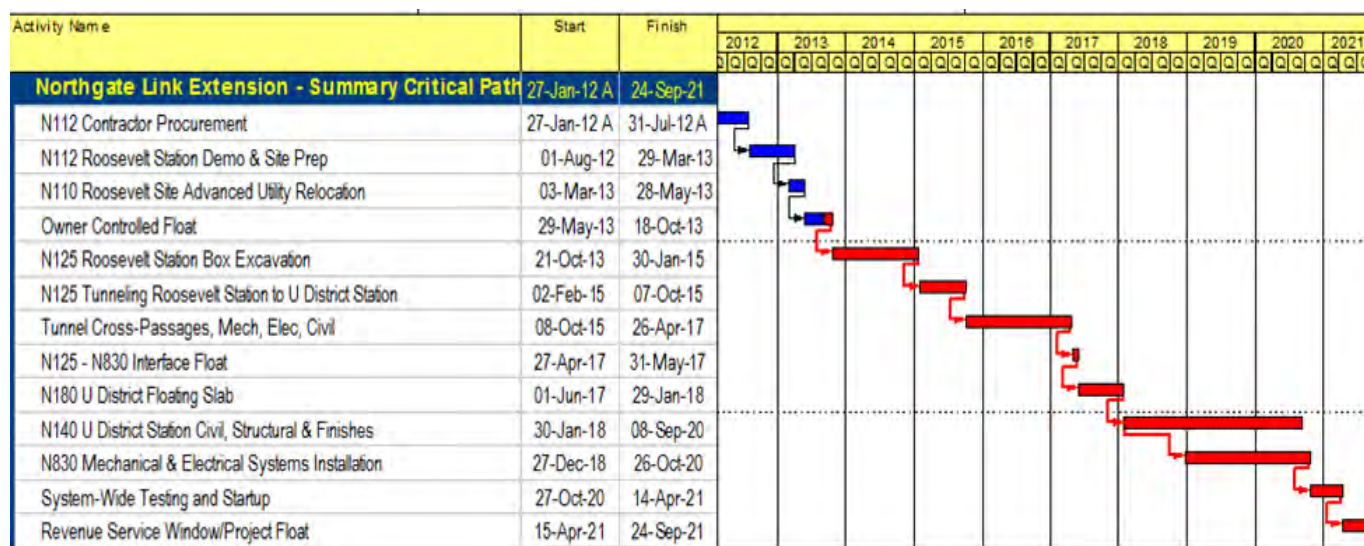
Project Schedule

Work has been completed for Contracts N110 and N112. Work is underway in the third and largest contract, N125 (TBM Tunnels). In addition, procurement of the GC/CM contractor for N150 will be completed in October. N165 (Northgate Parking Garage) has also been added to the schedule below. N165 is the proposed contract to provide replacement parking for current facilities that will be lost in the construction of the Northgate Station. Accordingly the completion of N165 is critical to the N160 (Northgate Station and Elevated Guideway) work. Revenue Service date for the Northgate Link Extension is September 2021.



Critical Path Analysis

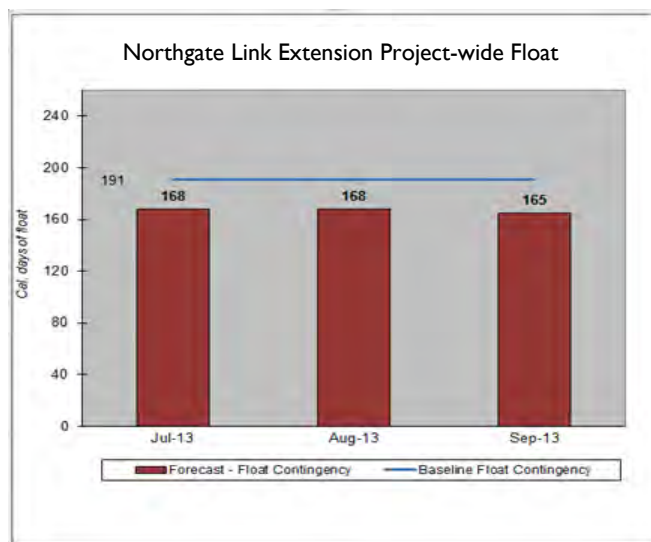
The graphic below identifies, in summary, the critical path to completion of the Northgate Link Extension. Upcoming work, on the critical path, is the excavation of the Roosevelt Station site from which the TBMs will be launched. These TBMs will excavate north and southbound tunnels from Roosevelt to U District and on to the University of Washington Station. Following the tunneling, cross-passage work will complete inside the tunnel and allow for Floating Slab installation. When the Floating Slab is completed, work on the U District Station can begin. Although not necessarily on the critical path, trackwork is being installed concurrent with other activities. As the trackwork is completed and the U District Station is advanced to allow Systems work, the Systems contractor will begin the critical path work of installing its power, communications and control systems. Ultimately these systems can be tested within station and project limits and ultimately program-wide. When all the systems are checked out and fully functional, Revenue Service begins.



Critical Path Float

The graph to the right shows that total reserved float calculated at the end of the project. The original baseline schedule was calculated with 191 calendar days of float.

In April 2013, the project float for Northgate Link Extension was reduced from 191 days to 168 days when the expected Notice to Proceed for N125 was moved from September 16, 2013 to September 27, 2013, 23 days later, due to coordination issues which needed to be resolved (including the Airspace Lease with WSDOT and agreements with the UW). The actual Notice to Proceed was given on September 30, 2013 three days later than anticipated, which reduced the project float to the current 165 calendar days.



Right of Way

The U District and Roosevelt stations require the acquisition of a range of property interests including fee takings for stations and staging areas; tunnel easements are required for the running tunnel. These acquisitions will result in owner and tenant, residential and commercial relocations. The right-of-way status as of this period is summarized below.

Line Section	Total Parcels Certified	Offers Made	Signed Agree- ments	Admin. Settle- ments	Posses- sion and Use	Closings to date	Baseline Relocations Required	Relocations Completed
U District Station	16	15	0	0	5	10	3	1
Roosevelt Station	20	19	0	0	0	19	26	26
Tunnel Easements	190	188	1	0	12	166	0	0
Northgate Station	8	6	0	0	0	1	0	0
Total	234	228	1	0	17	196	29	27

Roosevelt Station – All required parcels have been acquired.

U District Station – The UW Exchange parcels closed.

Tunnel Easements – One easement closed (Roosevelt Station to Maple Leaf Portal. Decision made on one easement (UW to U District Station).

Northgate Station - Two parcels sent as a combination package to condemnation. One parcel closed on September 23. This parcel was originally submitted for condemnation but was settled before it was filed.

Quality Assurance Activities

Activities

- None to report.

Issues

- None to report.

Summary

Description	Sep 2013	Notes
No. of Audits Planned	2	N113 60% Submittal, N180 100% Submittal
No. of Audits Completed	0	None
Reports in Progress	0	None
No. of Audits Postponed	0	None

Environmental

- All environmental permits are in hand. Finalizing agreements for wetland mitigation. Revised the Documented Categorical Exclusion for WSDOT Air Space Lease.

Community Outreach

- Staffed a table at Roosevelt High School Roughrider Day in early September and talked to students about light rail construction zone safety. More than 200 students spun the prize wheel to win safety-related prizes.
- Distributed construction alerts to Northgate Mall management concerning geotechnical exploration in the mall parking lot.
- Distributed notifications via flier and email to residents and businesses along First Ave NE regarding the start of the Maple Leaf Portal construction.
- Continued work on kiosk permitting.
- Continued making preparations for the North Seattle Park and Ride (WSDOT) lot closure.

Business Mitigation

- Provided construction and business mitigation update at the Roosevelt Neighborhood Association business group meeting.
- Worked with the University District livability Partnership on the U District Business Mitigation program.

Sound Transit Board Actions

Motion Number	Description	Date
	None to report this period.	

Final Design Overview

Sound Transit has executed two key contracts with professional services consultants for the Final Design of the Northgate Link Extension. Jacobs Associates (JA) is providing civil engineering and architectural final design services. LTK Engineering Services (LTK) is providing systems engineering final design services.

Final Design Activities

Contract Package N111 – Advanced Electrical Utility Relocation and Northgate Station Site:

- Continued development of 90% design package.

Contract Package N113 - 115kV Relocation at Northgate Sta:

- Completed the initial design tasks and prepared to commence 60% design effort.
- Carried out field survey and participated in evaluation with ST and SCL of pole locations and required conductor configuration and pole heights.

Contract Package N140 - U District Station Civil and Finishes:

- Design effort on hold (at 60%) pending GC/CM procurement.

Contract Package N150 - Roosevelt Station Civil and Finishes:

- Design effort on hold (at 60%) pending GC/CM procurement.

Contract Package N160 - Northgate Station and Aerial Guideway Civil and Finishes:

- Continued with 90% design effort including architectural, civil/traffic, structures/guideway, mechanical and electrical tasks.

- Continued with design and coordination of KCM busway, and other related commentary in the 90% design effort.
- Continued with preparation of updates to 60% SIP drawing package.

Contract Package N165 - Northgate Parking Garage

- Continued development of 30% design documentation package for Design-Build RFQ and RFP.

Contract Package N180 – Trackwork:

- Continued 100% design effort.
- Completed alternate pad design for both the 5 Hz and the 16 Hz floating slabs.

Contract Package N830 – Traction Electrification, Signals, and Communications:

- Develop installation detail for signals on the aerial structure.
- Developed details of Northgate Station OCS attachments, location and loads.
- Performed an assessment for the need of additional radio coverage at Northgate Station.

Final Design Schedule

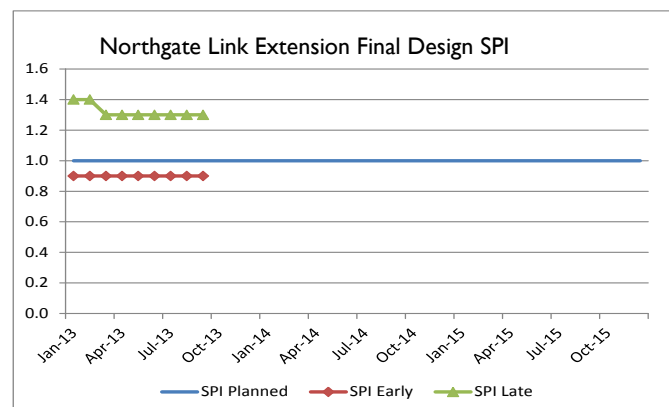
The table below summarizes the current civil Final Design submittal schedule for each contract package.

Work Packages	60%		90%		100% to ST	
	Plan	F/A*	Plan	F/A*	Plan	F/A*
N111 Advanced Utility Relocation – Northgate	12/21/2012	5/23/2013A	3/29/2013	10/15/2013	7/12/2013	12/21/2013
N113 115kV Relocation at Northgate	10/29/2013	11/12/2013	3/27/2014	4/9/2014	6/19/2014	7/2/2014
N140 U District Station Finishes	12/24/2011	4/27/2012A	9/18/2012	3/27/2015	5/10/2013	12/17/2015
N150 Roosevelt Station Finishes	4/13/2012	2/27/2012A	1/28/2013	10/03/2014	10/23/2013	8/28/2015
N160 Northgate Sta. Civil/Finishes/Guideway	6/27/2012	10/5/2012A	4/17/2013	2/14/2014	11/26/2013	9/5/2014
N180 Trackwork	8/23/2012	8/23/2012A	5/22/2013	4/8/2013A	8/26/2013	10/28/2013
N830 Traction Electrification, Signals, Communications	12/12/2012	12/20/2012A	4/10/2014	5/1/2015	12/9/2014	1/20/2016

F/A* = Forecast/Actual

Final Design Schedule Performance

For Final Design activities only, the Schedule Performance Index (SPI) reported this period is 0.9 based on the early start dates. The design consultant is meeting all of their design deliverable milestones. Additionally, the late start SPI is 1.3 indicating that the design activities are meeting critical path dates.

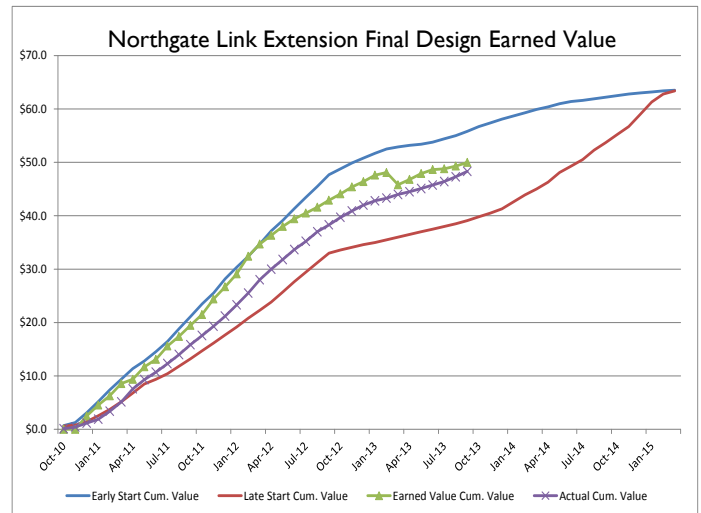


Link Light Rail Northgate Link Extension - Final Design



Final Design Cost Performance

JA has submitted 36 progress payments to date in the total amount of \$49.0M, which is approximately 59% of the total contract amount. The total spent for Final Design tasks only is \$48.3M, which is 76% of the Final Design contract amount. The reported percent complete is approximately 79%, resulting in an earned value of \$50.0M. The cumulative Cost Performance Index (CPI) is currently 1.0, which indicates expenditures are in line with planned cost (earned value). Based on the current CPI trend, final cost is expected to be within budget.



Performance	Previous Period	Current Period	Cumulative To Date
Amount Invoiced	\$47,256,798	\$1,009,851	\$48,266,649
% Spent	74.4%	1.6%	76.0%
Earned Value	\$4	\$658,307	\$49,981,093
% Complete	76.8%	1.0%	78.7%
CPI	1.1	0.7	1.0

Other Key Final Design Activities

Geotechnical Investigation

- Completed four additional borings with two monitoring wells for N165. Continued site planning for N113 pole investigation.

Surveying and ROW

- Completed field survey for N113. Updated N113 base map with latest utility information.

Permits

- Continued preparation of MUP application for N160 for the Northgate Station and parking structure.

Construction Noise Variances

- None to report this period.

Noise Mitigation for At Grade and Elevated Guideway

- None to report this period.

Ground Borne Noise and Vibration

- Revised technical memorandum on justification of guideway alignment evaluation. Carried out data-check on model prediction data. Continued discussions with floating slab material suppliers.

Construction Cost Estimating

- Commenced development of N111 cost trending report from baseline to 60% submission. Submitted conceptual level cost estimate for N165.

Construction Schedules

- None this period.

Quality Assurance

- None this period.

Design and Project Integration

- Continued integration and coordination with N160 artist and Systems consultant as required.
- Integrated Contract Documents (ICD)- no new ICDs raised for a total of 106; 73 closed, 33 open.

Major Construction Contract Packages

Construction of the Northgate Link Extension consists of eight major construction contract packages: seven civil packages and one combined systems package. Below is a brief scope description for each of these contract packages:

N110 Utility Relocation at Roosevelt Station Area - Relocation of electrical and communication facilities at the Roosevelt Station site. (Complete)

N111 Utility Relocation at Maple Leaf Portal and Northgate Station Area– Relocation of electrical facilities at the Maple Leaf Portal and Northgate Station Areas.

N112 U District and Roosevelt Station Site Preparation - Demolition of existing structures, grading and paving at the U District and Roosevelt Station sites. (Complete)

N113 115kV Relocation at Northgate Station Area - Relocation of overhead electrical facilities at the Northgate Station area.

N125 TBM Tunnels UW Station to Maple Leaf Portal - Tunneling work and support of excavation of station boxes for the U District and Roosevelt stations.

N140 U District Station Finishes - Civil and architectural finishes work for the U District Station.

N150 Roosevelt Station Finishes– Civil and architectural finishes work for the Roosevelt Station.

N160 Northgate Station & Elevated Guideway - Civil and architectural finishes work for the Maple Leaf Portal, the aerial guideway, and the Northgate Station and Tail Track.

N165 Northgate Parking Garage - Construction of a 450 stall parking garage to be located at the south corner of the existing Northgate Mall surface parking lot at NE 103rd St. near 1st Avenue NE.

N830 Track Electrification, Signals, Communication System, and Track - Installation of the major system elements – Traction Electrification, 26kV Distribution, Signals, and Communications and all Trackwork.

Construction Schedule Highlights

This table shows the currently calculated dates of key milestones for each of the major Northgate Link Extension contracts.

Package	Bid Advertisement	NTP	Substantial Completion
N110 – Utility Relo at Roosevelt Station	Dec 2012A	Mar 2013A	May 2013A
N111 – Utility Relo at Northgate Area ⁽¹⁾	Jan 2014	Jul 2014	Sep 2015
N112 – U District & Roosevelt Site Prep	Jan 2012A	Aug 2012 A	Aug 2013A
N113 - SCL 115kV Relocate	Aug 2014	May 2015	Apr 2016
N125 – TBM Tunnels ⁽²⁾	Jan 2013A	Sep 2013A	Feb 2018
N140 – U District Station Finishes	Sep 2013 (GC/CM Precon)	Jan 2018 (construction)	Sep 2020
N150 – Roosevelt Station Finishes	Apr 2013A (GC/CM Precon)	Jan 2017 (construction)	Aug 2019
N160 – Northgate Station & Guideway	May 2015	Mar 2016	Aug 2019
N165 –Northgate Parking Garage	Oct 2013 (DB)	Aug 2014 (DB)	Feb 2016
N180– Floating Slab & Trackwork ⁽³⁾	Apr 2014	Aug 2015	Aug 2019
N830 – Systems & Track	Dec 2015 (GC/CM Precon)	Jan 2018 (construction)	Oct 2020

A = Actual

Note: (1) N111 Substantial Completion is Jan 2015. Float & Contingency for SCL extends to Sep 2015.

(2) N125 Substantial Completion includes 30 calendar days of Owner Controlled Float to Feb 2018.

(3) Trackwork has early NTP (Aug 2015) for long lead procurements. Work scheduled to start May 2017.

Contract N110 - Advanced Utility Relocation at Roosevelt Station Area

Current Progress

All contract work was completed in May 2013. A deductive change order for unused provisional sum funds was processed and the contract is in close-out.

Cost Summary

Present Financial Status	Amount
<i>N110 Contractor—Titan Earthwork</i>	
Original Contract Value	\$ 404,324
Change Order Value	\$ -
Current Contract Value	\$ 386,397
Total Actual Cost (Amount Billed)	\$ 386,397
Financial Percent Complete:	96%
Physical Percent Complete:	100%
Authorized Contingency	\$ 40,433
Contingency Drawdown	\$-
Contingency Index	N/A

Contract N112 - U District and Roosevelt Station Site Preparations

Current Progress

Substantial Completion was issued to the Contractor on August 15, 2013. A deductive change order for unused provisional sum funds is in progress.

Cost Summary

Present Financial Status	Amount
<i>N112 Contractor - Titan Earthwork</i>	
Original Contract Value	\$ 4,444,444
Change Order Value	\$ 89,619
Current Contract Value	\$ 4,534,063
Total Actual Cost (Amount Billed)	\$ 3,906,572
Financial Percent Complete:	86%
Physical Percent Complete:	100%
Authorized Contingency	\$ 444,445
Contingency Drawdown	89,619
Contingency Index	4.27

Contract N125 – TBM Tunnels

Current Progress

Contract N125 is the largest contract in the Northgate Link Extension. It includes all of the tunneling required for the Project; both North and Southbound lines from University of Washington Station to the Maple Leaf Portal. In addition, the contract includes primary excavation for the two new underground stations, Roosevelt and U District. The station finishes will be constructed under later contracts.

The N125 Contract was awarded a Limited Notice to Proceed on August 26, 2013. During this time, the contractor prepared submittal documents for required permits, various work plans, material procurements and other documents required by Sound Transit, King County, the City of Seattle and various state agencies.

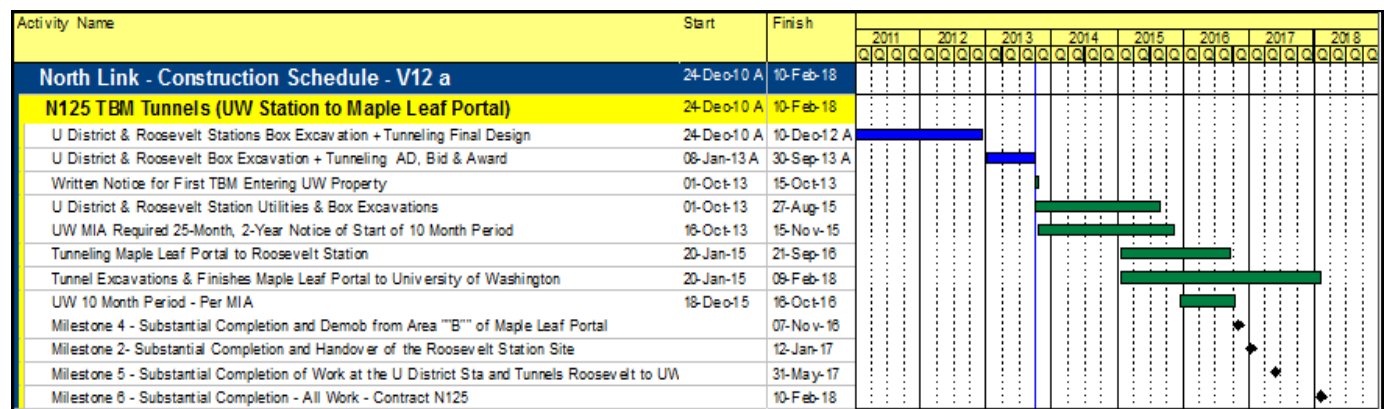
Full Notice to Proceed was granted effective September 30, 2013. The contractor proceeded immediately to bring its operations up to full speed ahead and to procure the tunnel boring machines (TBMs) it will require for the critical tunnel excavation.

Schedule/Critical Path

The Contractor has not yet submitted its baseline schedule and therefore, the actual critical path is not yet identified. However, Sound Transit's planning schedule for the N125 Contract indicates the critical path as shown below. It is likely that the Contractor may proceed in a sequence somewhat different from the one shown below.

The main and critical feature of this contract is the tunneling. Accordingly, that will start as soon as TBMs can be procured, assembled and launching pads can be prepared. The tunnels will tie into tunnels excavated as part of the University Link Extension at the southern limit of the contract. They will rise to the surface at the Maple Leaf Portal where the tracks will connect to an elevated guideway which connects to the Northgate Station. The work north of the Maple Leaf portal will be done under future contracts.

Because the tunnels will pass through the future Roosevelt and U District underground stations, the station areas must first be excavated before the TBMs reach their location. Because the TBMs need to be launched from the stations, these excavations, particularly at Roosevelt, are critical to the work progress. There are also utilities to relocate and support and earth excavations and fills required for the final ground surface.



Schedule Performance

Schedule Performance Index (SPI) is currently unavailable for this contract. It will be provided once the Contractor's baseline schedule is accepted.

Link Light Rail Northgate Link Extension - Construction

Key Activities

Current Period

- Reviewed and processed submittals.
- Reviewed and processed RFIs.
- Tunnel segment design in progress and segment manufacturer mobilization ongoing.
- Third party utilities abandonments/relocations including gas and telephone are scheduled to be completed at Roosevelt Station site.

Next Period

- Procure salvaged tree storage shed.
- Continue with tunnel segment design and mobilization of tunnel segment manufacturer.
- Continue with mill rolling and shipping of soldier pile beams at Maple Leaf Portal (MLP).
- Commence various work at MLP after issuance of Notice to Proceed: Decommission instrumentation and observation wells; Site survey setup; Install water treatment system & I-5 traffic barrier; Install NE 92nd ductbank and conduits; Pothole SCL ductbank at NE 95th except West Intercept; Perform tree survey, tree removal & tree protection; Install and baseline jet grout instrumentation.
- Commence various work at Roosevelt site after issuance of Notice to Proceed: Tree survey; Install water treatment system; prepare site traffic control.

Closely Monitored Issues

- Awaiting approval of Contractor's construction safety & security plan and quality program plans which are critical to commence work on site.
- The Contractor is currently working to produce an acceptable baseline schedule in conformance with all contract specifications. To date, two progress payments have been made but no further payments can be processed until the acceptance of the full Baseline Schedule.

Cost Summary

Present Financial Status	Amount
NI 25 Contractor - JCM Northlink	
Original Contract Value	\$440,321,000
Change Order Value	\$16,509
Current Contract Value	\$440,337,509
Total Actual Cost (Incurred to date)	\$7,414,815
Financial Percent Complete:	1.7%
Physical Percent Complete:	0.0%
Authorized Contingency	\$22,016,050
Contingency Drawdown	\$(16,509)
Contingency Index	N/A



View looking north at Maple Leaf Portal site from the 922nd St. overpass.

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Link Light Rail Lynnwood Link Extension

Scope

The Lynnwood Link Extension entails planning, permitting, design, and construction of an extension of light rail from Northgate to Lynnwood in Snohomish County with service in the cities of Shoreline and Mountlake Terrace. Consistent with FTA New Starts requirements, the project has undergone an Alternative Analysis and Environmental Scoping. The draft Environmental Impact Statement (DEIS) was published in July 2013.

Key Project Activities

- Published DEIS in July 2013; comment period concluded in September 2013.
- Anticipate Sound Transit Board decision of preferred alternative in 4th QTR 2013 and beginning of Preliminary Engineering by the end of the year.



Map of Lynnwood Link Extension route and station alternatives.

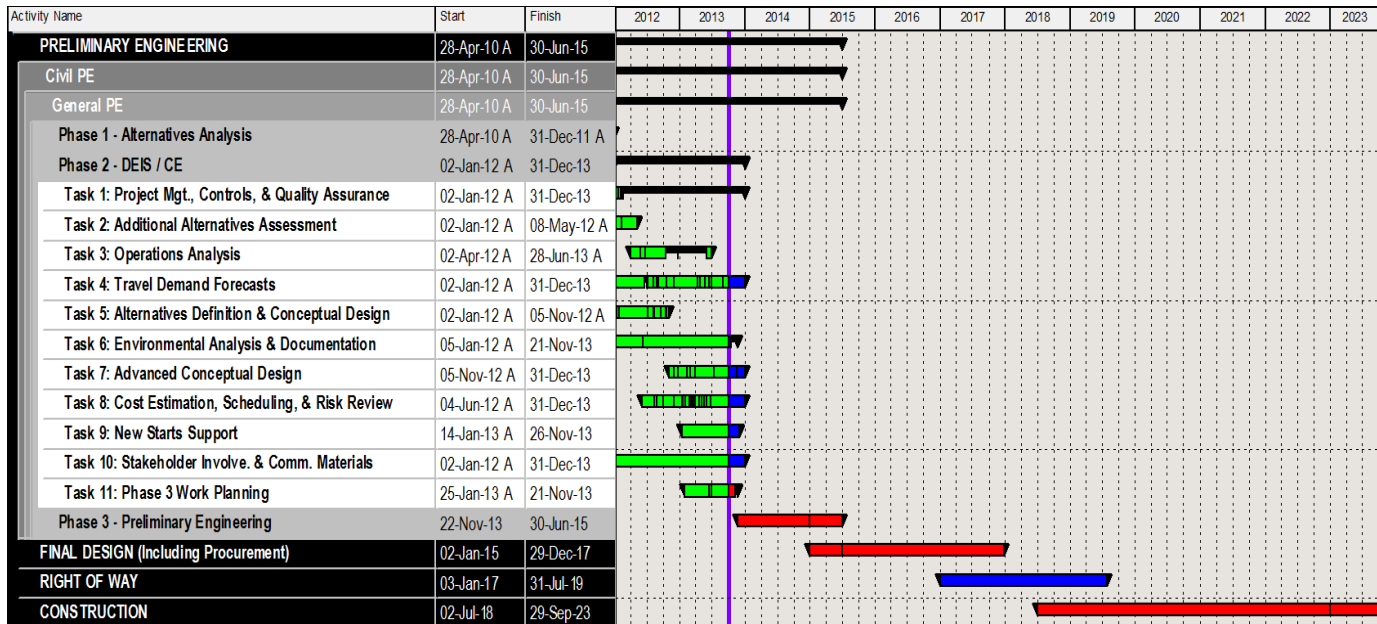
Project Cost Summary

The Lynnwood Link Extension is currently funded through the completion of preliminary engineering (PE) and environmental documentation. Board approval for additional funding for final design and construction will be sought upon completion of PE. Table (below) figures in millions.

Phase	Adopted Budget	Commitment to Date	Incurred to Date	Forecasts and Trends	Estimated Final Cost (EFC)	Budget Versus EFC
Administration	\$10.7	\$2.8	\$3.0	\$7.9	\$10.7	\$0.0
Preliminary Engineering	\$44.3	\$19.1	\$15.7	\$25.2	\$44.3	\$0.0
3 rd Party Agreements	\$1.0	\$0.3	\$0.1	\$0.7	\$1.0	\$0.0
Right of Way	\$1.1	\$0.1	\$0.0	\$1.0	\$1.1	\$0.0
Total	\$57.1	\$22.2	\$18.9	\$34.9	\$57.1	\$0.0

Project Schedule

The Lynnwood Link Extension, environmental documentation and preliminary engineering is anticipated to be completed in 2015. The project schedule is presented below.



Sound Transit Board Actions

Motion Number	Description	Date
	None to report.	

Environmental

- Published the Draft EIS in July 2013. Comments were accepted until September 23, 2013. Sound Transit Board expected to identify the preferred alternative to include in the final EIS by end of 2013.

Community Outreach

- Streamed live Tech Talk, an online panel discussion about the project DEIS and key findings during environmental review, from the Boardroom. Forty-three people joined the webcast and listened to a panel made up of four members of the project team. They also addressed questions from viewers. A recorded version of the event was also posted on the website.
- Prepared a draft summary report of the DEIS outreach for review and comment.
- Sent out a notice to project subscribers regarding corridor survey work.
- Provided a project briefing to the Mountlake Terrace Business Association attended by 14 members whose inquiries included property values, station choices, noise mitigation and ridership.

Phase 2 - Conceptual Engineering and DEIS Overview

Sound Transit executed a professional services agreement with North Corridor Transit Partners (NCTP) for civil engineering and architectural design services in April 2010. Sound Transit issued Notice to Proceed for Phase 2, Conceptual Engineering and DEIS for the Lynnwood Link Extension in January 2012.

Phase 2 Key Activities

- Published DEIS on July 26 and comment period ended on September 23.
- Continued development of selected advanced design work, planning, and analysis.
- Preparing scope for Phase 3 work.
- Conducted public meetings and property owner outreach this summer.

Phase 2 Schedule Performance

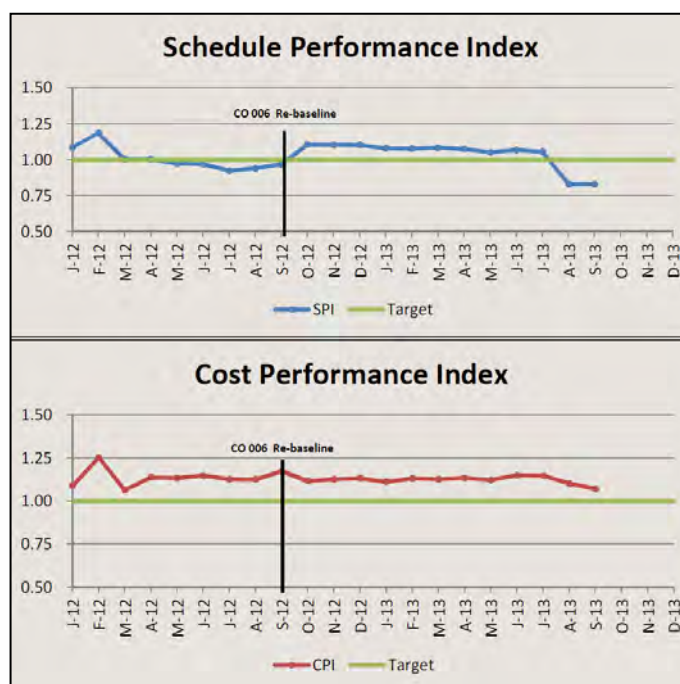
Executed in October 2012, Change Order 006 addressed changes to the FTA's New Starts process reducing the Phase 2 schedule and re-scoping deliverables. This triggered a revision to the performance management baseline, with anticipated completion in August 2013. The current schedule indicates that the Board will potentially identify a preferred alternative in November 2013.

The Schedule Performance Index (SPI) trends at 0.83 through September, dipping below 1.00 due to the passing of the performance management baseline's completion date, and a large associated plan value in the final month. However, all Phase 2 design deliverable milestones have been met, and the SPI will trend back toward 1.00 between now and the completion of Phase 2.

Phase 2 Cost Performance

\$15.0M of the total contract amount, approximately 83%, has been spent through September. Phase 2 invoices through September total \$10.3M, approximately 78% of the Phase 2 contract amount. The Phase 2 percent complete reported at the end of September is 83%, resulting in an earned value of \$11.0M.

The cumulative Cost Performance Index (CPI) is 1.07, indicating that the expenditures are lower than the earned value. Based on the current trend, final cost is expected to be within or under budget.



Phase 2 Performance	Previous Period	Current Period	Cumulative To-date
Amount Invoiced	\$9,275,314	\$1,012,083	\$10,287,397
% Spent	70%	8%	78%
Earned Value	\$10,663,612	\$357,319	\$11,020,931
% Complete	80%	3%	83%
SPI	1.07	0.11	0.83
CPI	1.15	0.35	1.07

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Link Light Rail

East Link Extension

Scope

East Link extends light rail to East King County via I-90 from Downtown Seattle to Downtown Bellevue and the Overlake area of Redmond, with stations serving Rainier Avenue/I-90, Mercer Island, South Bellevue, Downtown Bellevue, Overlake Hospital, the Bel-Red corridor, Overlake Village and the Overlake Transit Center (OTC). Environmental review for a future expansion between the Overlake Transit Center and Downtown Redmond has also been completed. The project is in Final Design. Revenue Service to the Overlake Transit Center is forecast for 2023.



Map of East Link Extension.

Key Project Activities

Project-wide

- Continued preparations for an October presentation of the East Link Extension to the U.S. Department of Transportation TIFIA program in Washington, DC.

Seattle to South Bellevue

- The Washington State Supreme Court ruled that WSDOT had the authority to lease the I-90 center lanes to Sound Transit for light rail.
- Stations:** Held a Rainier Ave. Station open house, continued advancing Mercer Island Station to 60%.
- Seismic Retrofits for Fixed Spans:** Conducted Geotechnical boring program to support Level 2 structural analyses.
- Tunnels:** Held series of meetings to discuss scenarios; no center wall option is being advanced in Final Design. Prepared a Letter of Concurrence for review by the Fire Departments in Seattle and Mercer Island.
- R&A:** Stage 3A 100% plans under review.
- Contract Packaging:** A recommendation was accepted regarding inclusion of the E140 (Electrical/Mechanical Tunnel Upgrades) scope into the E130 (I-90 Civil/Architectural, including Stations) package.
- Track Attachment:** Continued evaluating options and prepared test plans for two systems.
- Track Bridge:** Continued testing of track bridge with Link LRVs in Pueblo, CO.

Bellevue-Redmond

- Washington State's Project Review Committee approved the design-build delivery method for E360 contract (SR520 to OTC).
- Held a Value Engineering/Constructability review for E340 contract package (Bel-Red).
- Held a review session with Bellevue staff to discuss the outcomes and challenges of the collaborative design process to date.
- Continued negotiations on the OTC Funding Agreement with Microsoft and relocation of SONET line.
- Continued geotechnical explorations throughout the alignment.
- Advertised the E335 GCCM contract (Downtown Bellevue to Spring District).



Graphic illustration of East Main Station at 30% design.

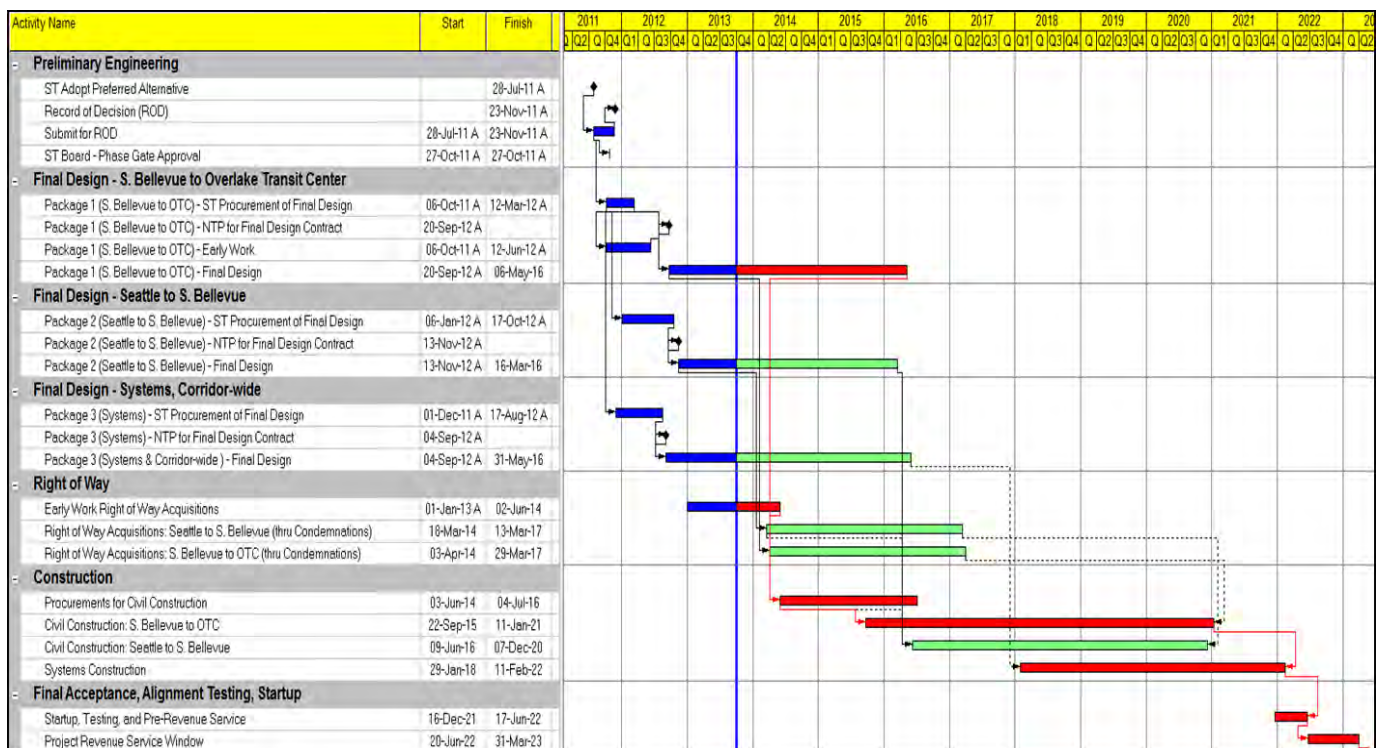
Project Cost Summary

The following table summarizes the cost information for the East Link Extension. Lifetime Budget reflects the project budget adopted by Sound Transit Board, which includes budget through the Final Design. (Figures in millions.)

	Lifetime Budget	Commitment to Date	Incurred to Date	Forecasts and Trends	Estimated Final Cost (EFC)	Budget vs. EFC
Administration	\$66.5	\$18.4	\$20.1	\$48.2	\$66.5	\$0.0
Preliminary Engineering	\$61.1	\$54.3	\$53.5	\$6.8	\$61.1	\$0.0
Final Design	\$223.7	\$145.2	\$57.2	\$78.5	\$223.7	\$0.0
3rd Party Agreements	\$40.1	\$4.8	\$1.8	\$35.3	\$40.1	\$0.0
Right-of-way	\$365.4	\$17.7	\$15.7	\$347.7	\$365.4	\$0.0
Total	\$756.8	\$240.4	\$148.2	\$516.5	\$756.8	\$0.0

Project Schedule

The East Link Extension is in Final Design. Revenue Service to the Overlake Transit Center is forecast for 2023.



Right of Way

The East Link Extension involves the acquisition of a range of property interests including fee acquisitions for stations and staging areas and tunnel and guideway easements as well as permanent and temporary easements for construction. These acquisitions will result in owner and tenant residential and commercial relocations. The East Link Extension involved the advance acquisition of approximately one mile of an existing railroad parcel ("Bellevue Mile") that the ST Board approved in June 2011. The right-of-way program status for this period is summarized in the following page.

Link Light Rail East Link Extension



Right of Way, continued

Line Section	Total Parcels Certified	Offers Made	Signed Agree- ments	Admin. Settle- ments	Posses- sion and Use	Closings to date	Baseline Relocations Required	Reloca- tions Com- pleted
S. Bellevue to OTC	143	1	0	0	0	0	0	0
Bellevue Mile	1	1	1	0	0	1	0	0
Total	144	2	1	0	0	1	0	0

S. Bellevue to OTC parcels

E320 S. Bellevue— Thirty parcels certified. Currently processing appraisals for the 14 single family homes. Awaiting 60% design and parcel maps for the remaining 16 parcels which involve City of Bellevue parcels included in the MOU.

E330 Downtown Bellevue Tunnel - Awaiting 60% design and parcel maps.

E335 Downtown Bellevue to Spring District – Forty-two parcels certified. Receiving appraisals and making offers.

E340 Bel-Red – Sixty-six parcels certified. Initiating the appraisal process.

E360 SR 520 to OTC – Five parcels certified. Initiating the appraisal process and WSDOT Airspace Lease process.

“Bellevue Mile” former BNSF railroad right-of-way parcel purchased from the Port of Seattle.

Quality Assurance Activities

Activities

- E360—Revised Quality management Section of Project Requirements in preparation for RFQ.

Issues

- None to report.

Summary

Description	Sep 2013	Notes
No. of Audits Planned	1	E330 (Tunnel) 60% Submittal
No. of Audits Completed	0	None
Reports in Progress	0	None
No. of Audits Postponed	2	E330 (Tunnel) 60% Design Submittal

Environmental

- Preparing environmental permit application packages and developing wetland and stream mitigation designs.
- Working to refine mitigation designs for the Winters House and Mercer Slough parklands.

Sound Transit Board Actions

Motion Number	Description	Date
R2013-22	Authorized the CEO to acquire, dispose, or lease certain real property interests, including acquisition by condemnation and pay eligible relocation and re-establishment benefits to affected owners and tenants as necessary for East Link Extension.	Sep 26

Community Outreach

- Held the Bel-Red 60% Design Open House at the Highland Community Center with approximately 100 attendees.
- Held the Rainier 30% Design Open House at the Northwest African American Museum with approximately 70 attendees. City of Seattle staff participated in the event with information on concurrent projects.
- Sent out E-newsletter announcing to listserv consisting of approximately 5,500 subscribers with a link to the Bel-Red & Rainier Station open house information.
- Continued notifying the City of Bellevue/City of Redmond and affected property owners about upcoming survey, geotech, and potholing work.
- Worked with WSDOT on appropriate notification and sensitivity training for geotechnical borings near homeless encampment.
- Coordinated with City of Bellevue staff on updated station naming survey for an additional round of public engagement.
- Coordinated with Real Property on the information table for affected property owners seeking additional information at the ST Board meeting.

Final Design Scope

Final Design for the East Link Extension includes three major design contracts: two for civil improvements and one for systems improvements. This civil contract is for the design services from South Bellevue to the Overlake Transit Center (OTC). The contract was awarded to H-J-H Final Design Partners, a joint venture of HNTB Corporation, Jacobs Engineering Group, Inc., and Hatch Mott MacDonald.

The scope of H-J-H services includes detailed designs of the corridor, preparation of comprehensive construction contract documents, permitting support, surveying, geotechnical investigations, right-of-way planning, third party coordination, systems coordination, cost estimating, scheduling, sustainability report, bid support and community outreach.

The design is being grouped into five Contract Packages: (1) E320 South Bellevue; (2) E330 Downtown Bellevue Tunnel; (3) E335 Downtown Bellevue to Spring District; (4) E340 Bel-Red, and (5) E360 SR-520 to OTC.



Map of South Bellevue to the Overlake Transit Center in Redmond.

Final Design Key Activities

- Continued bi-weekly design integration meetings, coordination with Systems design consultant on TPSS and other systems design elements; geotechnical exploration and field surveying; preparing draft specifications sections list and template, production of plan drawings for all contract packages, working with Bellevue on development of wetland mitigation options; discussions with private/franchise utilities; rights-of-entry and property discussions; and discussions of right-of-way plans, parcel exhibits, legal descriptions.

E320 So. Bellevue

- Continued development of East Main & South Bellevue Stations toward 60%, including alignment optimization, emergency access at SE 4th, LRT alignment in the trench at the Winters House, Mercer Slough mitigation plan and South Bellevue Station.
- Continued coordination with I-90 (Segment A) and WSDOT (R-8A Stage 3A) project teams regarding South Bellevue I-90 interface point.
- Continued coordinating with Bellevue regarding the design of their new Bellefield Pump Station for sanitary sewer, Mercer Slough boardwalk project, and the Blueberry Farm retail building.

E330 Downtown Bellevue/E335 Downtown Bellevue to Spring District

- Continued coordination efforts related to interface with E320, E330, E335 and E340.

- Continued work on 60% submittal including alignment optimization, I-405 Crossing, South Portal Electrical Building and TPSS, relocation of Sturtevant Creek, Downtown tunnel design, emergency ventilation fans and power/service connections, and right-of-way plans.
- Continued coordination with WSDOT and City of Bellevue regarding I-405 and NE 6th Extension, Downtown Bellevue Station, mid-tunnel access shaft and headhouse and the City Hall parking garage.
- Continued coordination with property owners including Wright Runstad and Pine Forest.

E340 Bel-Red

- Continued coordination with property owners including MGI/PNB property (16th/136th Place NE), Evans (west of 130th) and Pine Forest (west of 120th) continued.
- Certified the right-of-way.
- Continued advancing 90% design plans.

E360 SR 520 to OTC

- Continued working with City of Redmond regarding the proposed Development Agreement, project requirements, station design, etc.
- Continued working with Microsoft regarding the proposed plans and estimate for relocating the existing SONET line.
- Continued SR 520 project interface coordination with WSDOT.
- Certified right-of-way within Bellevue.
- Design Build delivery method approved by the Washington State's Project Review committee.

Link Light Rail East Link Extension Final Design - S. Bellevue to OTC



Final Design Schedule

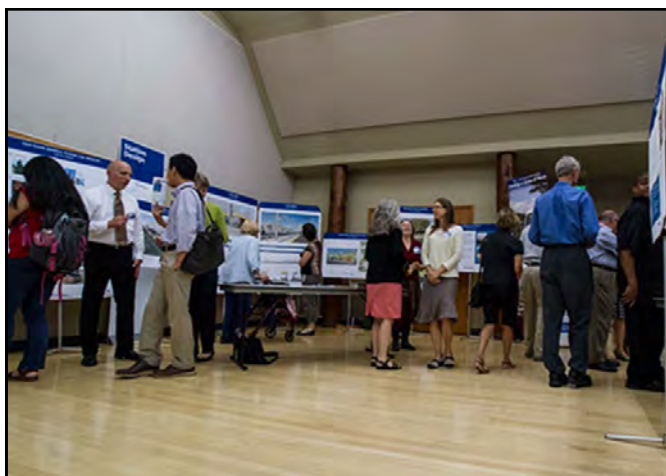
In April 2013, Sound Transit Board adopted the cost savings ideas in Bellevue which resulted in redesign work for a portion of E320. Also, E330 is being re-packaged into E330 SEM Tunnel and E335 GCCM. Schedule impact is being analyzed.

<u>Contract Packages</u>	<u>60% Submittal</u>		<u>90% Submittal</u>		<u>100% Submittal</u>		<u>IFB Submittal</u>	
	Baseline	Forecast/ Actual	Baseline	Forecast/ Actual	Baseline	Forecast/ Actual	Baseline	Forecast/ Actual
E320 So. Bellevue	9/30/2013	12/06/2013	7/2/2014	5/30/2014	11/18/2014	11/28/2014	2/27/2015	2/27/2015
E330 Downtown Bellevue Tunnel	8/21/2013	11/18/2013	5/27/2014	6/27/2014	10/8/2014	10/20/2014	1/15/2015	1/19/2015
E335 Downtown Bellevue to Spring District		12/20/2013		9/2/2014		2/6/2015		5/8/2015
E340 Bel-Red	7/15/2013	7/15/2013	4/16/2014	2/7/2014	9/3/2014	7/11/2014	12/15/2014	10/10/2014

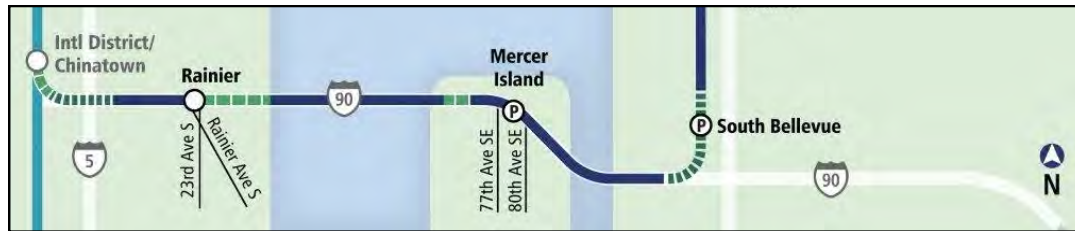
	<u>Draft RFP Submittal</u>		<u>Final RFP Submittal</u>	
	Baseline	Forecast/ Actual	Baseline	Forecast/ Actual
E360 SR-520 to Overlake Transit Center		2/21/2014		5/9/2014

Final Design Schedule and Cost Performance

Earned value reporting is not available for this period but will resume the next reporting period (October).



Bel-Red 60% Design Open House was well attended.



Map of International District Station to South Bellevue.

Final Design Scope

Final Design for the East Link Extension is delivered by three major design contracts: two for civil improvements and one for systems improvements. This civil contract is for the design services from International District Station (IDS) to South Bellevue. The contract was awarded to Parsons Brinkerhoff, Inc (PB).

The scope of the services includes detailed design of the corridor, preparation of comprehensive construction contract documents, permitting support, surveying, geotechnical investigation, right-of-way planning, third party coordination, systems coordination, cost estimating, scheduling, sustainability report, bid support and community outreach support.

The project in this segment has been grouped into four potential Contract Packages: (1) E110 Rail Connection and Upgrades at IDS, (2) E120 Seismic Retrofits of WSDOT Structures, (3) E130 I-90 Civil/Architectural, which also includes the two at-grade stations, and (4) E140 Electrical/Mechanical Upgrades to the Tunnels.

Final Design Key Activities

- WSDOT's right to lease the I-90 center lanes to Sound Transit was successfully upheld by the Washington State Supreme Court.
- *Track attachment*: Testing Plans for the plinths have been submitted for both concrete and fiberglass plinth system.
- *Mercer Island Station*: Continued advancing design to 60%. Held discussions on permit processes with the City of Mercer Island.
- *Rainier Avenue Station*: Held an open house.
- *Tunnels*: A "No Center Wall" option could be advanced in Final Design, based upon a letter of concurrence being prepared for review by the fire Departments in Seattle and Mercer Island.
- *Fixed Spans*: Geotechnical boring to support the Level 2 analyses was conducted this period and follow-up meetings were held to discuss analyses.
- *R8A*: Design is progressing toward 90%. Continued discussion regarding power sharing for tunnel ventilation with WSDOT. Stage 3A 100% plans were submitted and are under review.

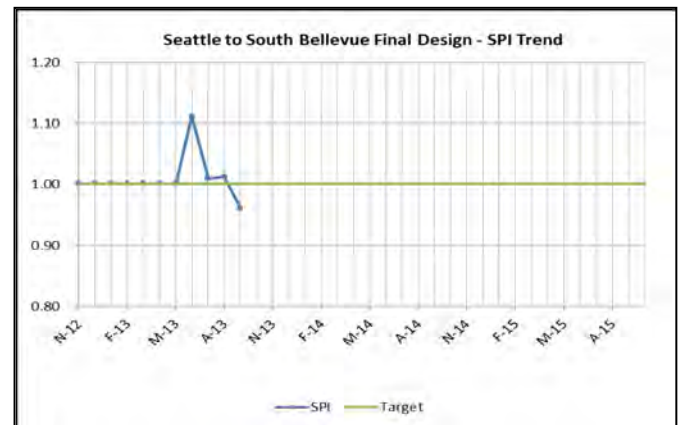
Final Design Schedule

<u>Contract Packages</u>	<u>60% Submittal</u>		<u>90% Submittal</u>		<u>100% Submittal</u>		<u>IFB Submittal</u>	
	Baseline	Forecast/Actual	Baseline	Forecast/Actual	Baseline	Forecast/Actual	Baseline	Forecast/Actual
EI 10 - Rail connection & IDS upgrades	12/6/2013	12/20/2013	10/9/2014	8/29/2014	2/13/2015	12/30/2014	4/28/2015	4/25/2016
EI 20 - Seismic Retrofits	11/1/2013	11/22/2013	1/15/2015	1/31/2014	3/20/2015	2/6/2015	4/28/2015	4/25/2016
*EI 30— I-90 Civil/Architectural	4/4/2014	3/28/2014	12/17/2014	4/6/2015	3/25/2015	7/9/2015	4/29/2015	10/19/2015
*EI 40— Elect. & Mech. Tunnel Upgrades	12/20/2013	2/14/2014	8/19/2014	4/6/2015	1/15/2015	9/18/2015	4/2/2015	4/25/2016

*Accepted recommendation to incorporate the EI 40 contract package into EI 30. This change will be reflected in the October progress report.

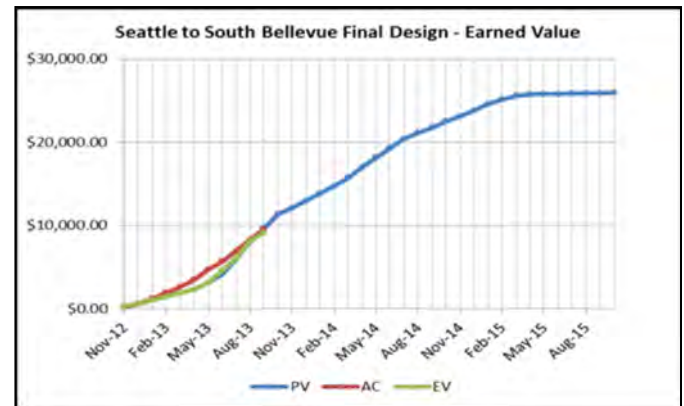
Final Design Schedule Performance

The Schedule Performance Index reported this period is 0.72 when measuring against the early baseline; late baseline data is currently not being reported by the consultant, but will be available next performance period. This less-than-planned schedule performance is due in part to combining work already performed for the E140 package that will be incorporated into the E130 package.



Final Design Cost Performance

Labor cost (for Phase 2 Final Design) to-date is \$9.5M, or 36.7% of the budget. Progress earned through the same period is also 34.4%, yielding a cumulative Cost Performance Index (CPI) of 0.98, indicating cost efficiency slightly below the target value.



Performance	Previous Period	Current Period	Cumulative To Date
Amount Invoiced	\$8,248,892	\$1,270,738	\$9,519,630
% Spent	31.8%	4.9%	36.7%
Earned Value	\$6,055,835	\$1,703,649	\$8,075,473
% Complete	29.6%	7.8%	34.4%
CPI	0.98	0.96	0.98

Final Design Scope

Final Design for the East Link Extension is delivered by three major design contracts: two for civil improvements and one for systems improvements. This contract is for the systems design services for the entire alignment. The contract was awarded to LTK Engineering Services, Inc.

The scope of the services include detail design of the corridor, preparations of comprehensive construction contract documents, third party coordination, cost estimating, scheduling, and bid support.

Final Design Key Activities

- Submitted letter requesting WSDOT to close Independent Review Team (IRT) Issue E, Need for Lightning Arrestors on I-90 floating bridge.
- Completed support of I-90 Twin Track hazard analysis.
- Briefed the City of Bellevue to review the self-certification permitting process for Systems equipment.
- Prepared test plan track to earth resistance of track bridge in Pueblo, CO.
- Approved change order further defining responsibilities for the field control system.
- Performed analysis and showed acceptability of 8% grade on the westbound D2 bridge.
- Participated in the E320 60% Interdisciplinary Design Review (IDR).
- Issued change order for International Station Turnback track design.
- Provided OCS layouts for the E130 floating bridge pontoons in support of IRT issue N, OCS support.
- Performed simulations proving acceptance of optimized cross-over location on Mercer Island.

Final Design Schedule

Project is trending behind schedule due to changes of the Civil design deliverable schedule and alignment changes in the I-90 and Bellevue corridor. This has resulted in a two month delay to the Systems 60% and follow-on System design deliverables.

	<u>60% Submittal</u>		<u>90% Submittal</u>		<u>100% Submittal</u>	
	Baseline	Forecast/ Actual	Baseline	Forecast/ Actual	Baseline	Forecast/ Actual
E750– LRT Systems	3/11/2014	5/16/2014	12/8/2014	1/26/2015	3/30/2015	4/27/2015

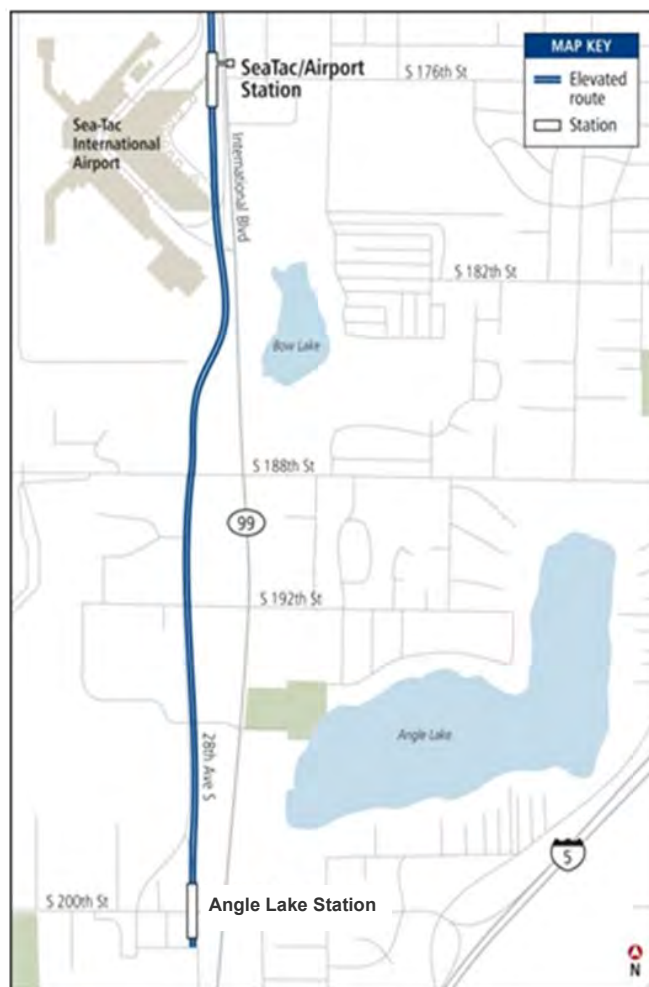
Schedule and Cost Performance Indices are not yet available for this contract.

Link Light Rail

S. 200th Link Extension

Scope

- Limits:** South 200th Link Extension consists of 1.6-mile extension of light rail from the SeaTac/Airport Station to South 200th Street.
- Alignment:** The extension continues in an aerial configuration heading south of the existing SeaTac/Airport Station, east of Air Cargo Road across South 188th Street, and continuing south along the east side of 28th Avenue South to the elevated Angle Lake Station located at South 200th Street. A passenger pickup/drop-off area, bus transfer, plaza, and a minimum 700-space structured park and ride facility will be located at Angle Lake Station. Up to 400 additional spaces may be developed for interim parking while Angle Lake Station is the interim southern terminus of the Link system. Guideway/Station and Parking Garage/Plaza are being delivered under a Design Build contract.
- Station:** Angle Lake Station is located at South 200th Street.
- Systems:** Signals, track electrification, and SCADA communications
- Budget:** \$383.2 Million
- Service:** September 2016
- Phase:** Final Design and Construction



Map of S. 200th Link Extension.

Key Project Activities

- S445 DB Parking Garage evaluation team continued conducting one-on-one meetings with each of the three selected proposer teams. Received pre-proposal concept submittals and Alternative Technical Concepts from the three proposers.
- S440 DB Guideway & Station major construction activities including drilled shafts, column placement, utility relocations and property demolition continued along 28th Avenue. Casting yard setup continued.
- Final Design consultant continued S447 -Station Area Roadways/Surface Parking design and technical memos on S446 - S. 200th/Military Road Intersection Upgrade.

Closely Monitored Issues

- S440 DB Contractor, concrete supplier and Sound Transit continued to work on teamster labor issues and Project Labor Agreement.
- In S440, due to legal settlement issues with certain property owners, Temporary Construction Easement exclusive use conditions have been reduced to 160 days. A plan is being developed to limit the number of days that DB Contractor is working on those specific properties.

Project Cost Summary

The S. 200th Link Extension project cost is summarized in two cost tables. The first table is in accordance with Sound Transit's Work Breakdown Structure (WBS), and in the second table, cost is summarized in accordance to the FTA's Standard Cost Categories (SCC) format. (Both tables' figures in millions).

WBS Phase Elements	Baseline Budget	Current Adopted Budget	Commitment to Date*	Incurred to Date	Est. Final Cost (EFC)	Adopted Budget vs. EFC
ADMINISTRATION	\$16.1	\$15.9	\$5.8	\$6.1	\$15.9	\$0.0
PRELIMINARY ENGINEERING	\$5.9	\$5.7	\$5.7	\$5.7	\$5.7	\$0.0
FINAL DESIGN	\$20.0	\$6.8	\$6.3	\$5.3	\$6.8	\$0.0
CONSTRUCTION SERVICES	\$15.1	\$17.3	\$15.0	\$2.2	\$17.3	\$0.0
3rd PARTY AGREEMENTS	\$6.9	\$7.1	\$5.6	\$1.7	\$7.1	\$0.0
CONSTRUCTION	\$275.7	\$286.9	\$180.2	\$46.8	\$286.9	\$0.0
VEHICLES	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ROW	\$43.5	\$43.5	\$37.1	\$31.7	\$43.5	\$0.0
Capital Total	\$383.2	\$383.2	\$255.7	\$99.9	\$383.2	\$0.0
FINANCE COST	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Project Total	\$383.2	\$383.2	\$255.7	\$99.9	\$383.2	\$0.0

The September 2013 projected Estimated Final Cost (EFC) continues to be consistent within the baseline amount of \$383M. The incurred cost for this period increased approximately by \$6M. Most expenditures are attributed to construction activities (79%) for the design build Guideway & Station Contract (\$440) and ROW acquisitions (6%).

The construction EFC under the SCC format overall is consistent with the baseline budget. For this period, incurred cost increased \$6M for Professional Services-SCC 80 at 16% for final design and design/construction management services, and 59% for construction activities: Guideway & Track Elements-SCC 10 and Sitework/Special Conditions-SCC 40.

Project Elements by SCC	Baseline Budget	Current Adopted Budget	Commitment to Date*	Incurred to Date	Estimated Final Cost (EFC)	Adopted Budget vs. EFC
10 Guideway & Track Elements	\$144.8	\$137.4	\$98.3	\$19.2	\$126.5	\$10.9
20 Stations	\$46.4	\$48.9	\$12.4	\$2.4	\$45.9	\$3.0
30 Support Facilities: Yards, Shops	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$34.6	\$49.6	\$35.8	\$8.9	\$58.0	-\$8.4
50 Systems	\$30.8	\$19.8	\$18.5	\$3.6	\$25.3	-\$5.5
Construction Subtotal (SCC 10-50)	\$256.6	\$255.7	\$165.1	\$34.1	\$255.6	\$0.0
60 Row, Land, Existing Improvements	\$43.5	\$43.5	\$37.1	\$31.7	\$43.5	\$0.0
70 Vehicles	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
80 Professional Services	\$64.1	\$67.3	\$53.5	\$34.1	\$68.2	-\$0.8
90 Unallocated Contingency	\$19.0	\$16.7	\$0.0	\$0.0	\$15.9	\$0.8
Project Total (SCC 10-90)	\$383.2	\$383.2	\$255.7	\$99.9	\$383.2	\$0.8
100 Finance Cost	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Project Total (SCC 10-90)	\$383.2	\$383.2	\$255.7	\$99.9	\$383.2	\$0.0

Cost Contingency Management

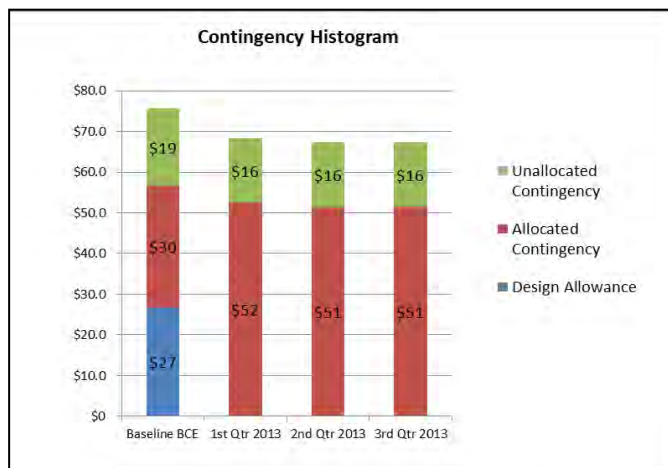
The overall project contingency balance as of September is \$67M. In comparison to last month's total of \$67.3M, this reporting period reflects virtually no change in contingency. Contingency levels at this point and time continue to remain healthy for the amount of work remaining.

Design Allowance (DA): After baselining the project the design allowance of \$26.7M was added to the base estimate for the design build work package. There will be no future reporting of DA.

Allocated Contingency (AC): This period the AC shows a current balance of \$51.4M, unchanged from last period.

Unallocated Contingency (UAC): This period reflects no change from the previous period.

Contingency Status	BCE		Current Status	
	Amount	% of Total	Remaining Amount	% Remaining Work
Design Allowance	\$26.7	7%	\$0	0%
Allocated Contingency	\$29.8	8%	\$51.4	22%
Unallocated Contingency	\$19.0	5%	\$15.9	7%
Total:	\$75.6	20%	\$67.3	29%



Risk Management

The South 200th Link Extension Risk Management Plan (RMP) established a risk management and oversight process for assessing and monitoring risks to determine how risks have been reduced or mitigated. RMP captures scope growth, schedule delay, and cost growth risks that could arise during any phase of the project and potentially affect parts of the project scope. On a quarterly basis, the South 200th Link Extension team reviews and updates risk to reflect conditions.

The top five major risk items identified at the end of 2nd QTR 2013 risk review. At this time all risk items are related to the Design Build Guideway and Station:

- **Internal:** Third party reviewers with jurisdictions for design packages and construction has the potential of delaying project progress (S440).
- **Procurement:** Delay in procuring systems designers by DB Contractor for Communications, Signals & TPSS, and Long Lead materials (S440).
- **Construction:** Unidentified subsurface elements (utilities or other obstructions) after completing full design, could result in construction delays (S440).
- **Third Party:** City of SeaTac permits. City approval of crucial elements of work (i.e. Station) may add cost or delay to the project.
- **ROW:** Finalizing Temporary Construction Easements and remaining acquisitions in condemnation may potentially cause delay.

Project Schedule

The S. 200th Link Extension anticipated service launch is September 2016. (See Project Schedule Summary below.)

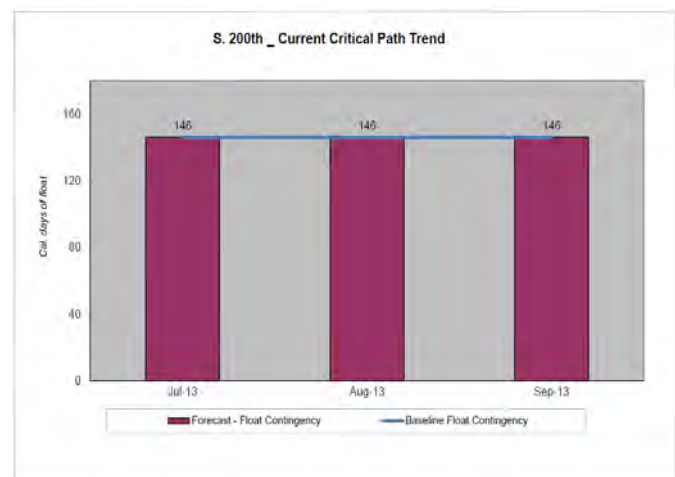
The project is currently in Final Design under the S440 Design-Build Guideway & Station contract. The Notice to Proceed for that contract was given on October 15, 2012. PCL and the designer HDR along with the Sound Transit Construction Management Team have mobilized on site. Drilled shaft operation are now well underway. Column erection is expected to commence next period. Design continues, casting yard is being readied to cast segments and equipment procurement is underway. Ten segments were cast this period.

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Critical Path

The critical path of S. 200th Link Extension runs through S440 which commences with the procurement of the guideway erection truss, guideway erection, alignment, post tension and drainage, plinth and track installation, signal and systems and concludes with system wide testing and integration.

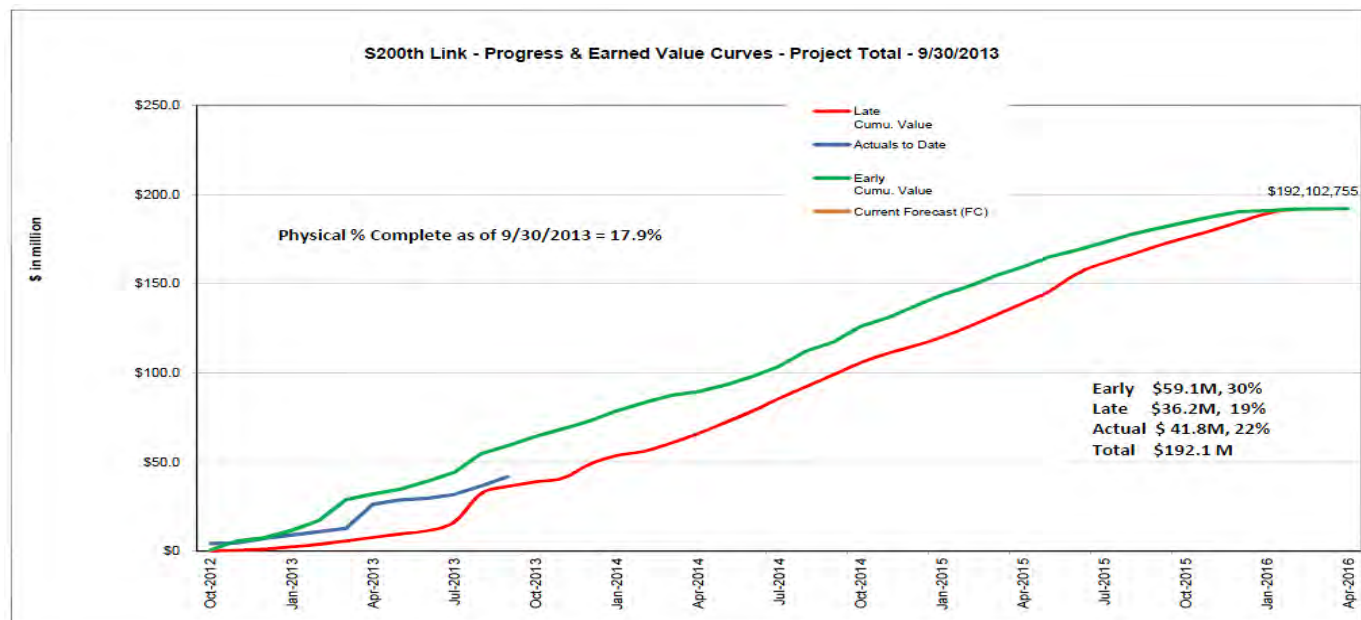
Float contingency is at 146 days.



Cost Progress Analysis

S440 is now into heavy civil construction. Drilled shaft installation continued this period. Column erection is also ongoing this period. Casting of segments at the casting yard in Enumclaw is now progressing. S445 Design/Build Parking Garage Procurement is now in process.

Overall South 200th physical % complete is at 17.9%. Below is a graphical representation of the progress of major construction contracts cost compared to the early/late projections.



Right-of-Way

The S. 200th Link Extension involves the acquisition of a range of property interests, including owner and tenant residential and commercial relocations. Property interests include compensable (e.g., easements, fee acquisitions) and non-compensable rights (e.g., rights of entry). The right-of-way program is summarized below.

Line Section	Total Parcels Certified	Of- fers Made	Signed Agree- ments	Admin. Settle- ments	Posses- sion and Use	Closings to date	Baseline Relocations Required	Relocations Completed
S. 200th Link	61	56	0	0	19	36	7	2

The S. 200th Link Extension project involved the advance acquisition of three parcels that the Board approved in April 2006 and June 2007; the final decree was entered in July 2009. These parcels were acquired through the Regional Fund Contingency. Sound Transit's protective acquisition of these properties prevented development of parcels needed for the project. The acquisition of property rights from an additional 52 parcels along the route was authorized by the Board in July 2011. On February 23, 2012 the Board authorized the acquisition of property rights from an additional six parcels along the route.

The Port of Seattle commissioners approved the Memorandum of Agreement (MOA) for use of Port property. The Sound Transit Board approved the MOA on June 28, 2012.

Offers have been made on 56 parcels. A total of 33 parcels have now been submitted for condemnation and 32 parcels have been filed in court. The condemnation on the remaining parcel has been dismissed. ST has been granted Possession and Use though the court for 30 parcels. TCE Activation and Activation Waiver letters were sent.

Quality Assurance Activities

Activities

- S440 –Attended Root Cause Analysis meetings for various columns.

Issues

- Quality of concrete in columns.

Summary

Description	Sep 2013	Notes
No. of Audits Planned	1	Systems 100% Design Submittal
No. of Audits Completed	0	None
Reports in Progress	0	None
No. of Audits Postponed	1	Systems 100% Design Submittal

Community Outreach

- Met with property owners to discuss traffic, access and vibration concerns.
- Distributed notifications for the nighttime construction activity at SeaTac Airport and temporary closure of S. 192nd Street in SeaTac.
- Coordinated with Highline School District's Transportation Department for school bus pick up for children along 28th Avenue and reviewed the new roadway configuration.

Sound Transit Board Actions

Motion Number	Description	Date
	None to report this period.	

Environmental

- None to report at this time.

Contract Packages

The South 200th Link Extension consists of two major contract packages, both by Design Build methods, and two minor contracts. Below is a brief scope description of each package.

- **S440 Design Build Guideway and Station** - This contract involves the design and construction of an elevated guideway (1.6 miles) and station, site work, civil /roadwork, and systems. See S440 contract page for detailed information on the following page.
- **S445 Design Build – Parking Garage and Plaza** – This contract involves the design and construction of a parking garage (700 space structure), passenger pick-up and drop-off lot, plaza area, retail space and surface parking.
- **S446 Military Road & South 200th Street Improvements** – This contract package consists of construction of roadway and traffic signals work.
- **S447 Station Area Roadways & Surface Parking**- This contract package consists of station area roadway, surface parking, and non-motorized Improvements (sidewalks, traffic signals, pedestrian/bicycle connection, roadwork).

Link Light Rail S. 200th Link Extension – Design-Build



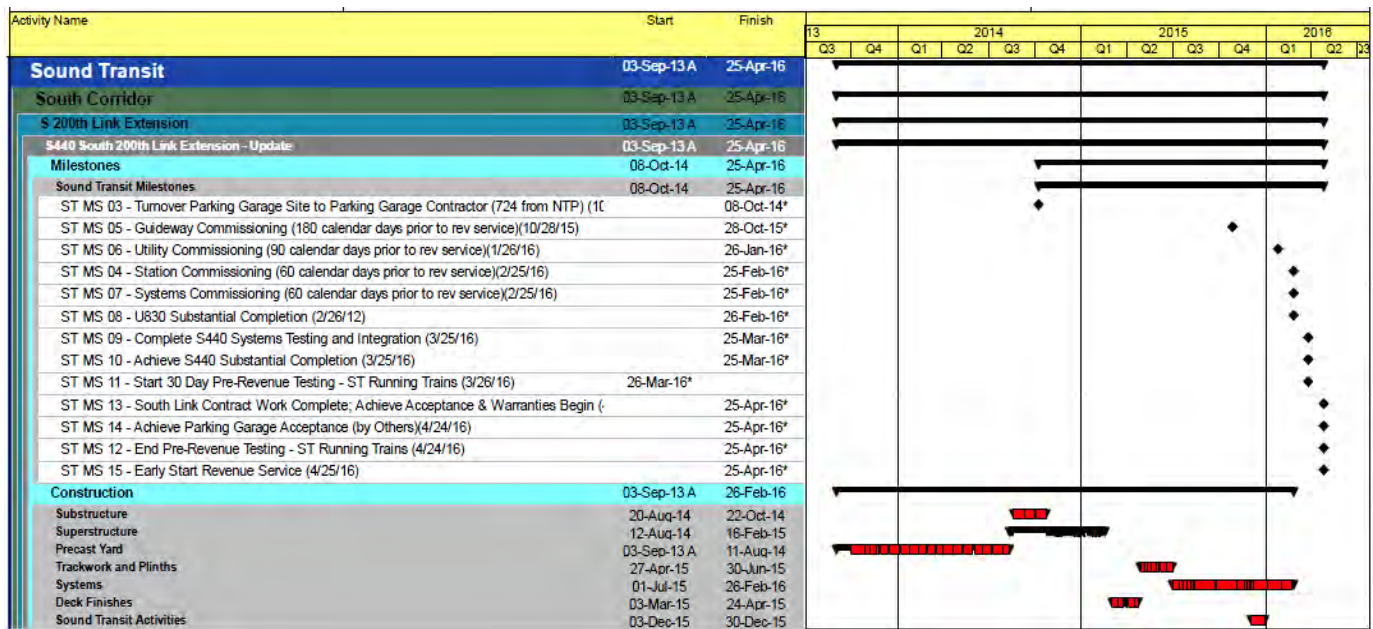
S440 Contract—Design -Build (Guideway and Station)

Current Progress

The DB Contractor continues to work on all phases of the design, expected design completion is now December 2013. Station and Systems Design are driving the completion date. Design work, coordination meetings and submittal reviews are ongoing. Drilled shaft construction is well under way with 33 shafts and 10 columns completed. Casting yard set up continues in Enumclaw, the first segment has been poured and inspected. Sitework and utility work continues. Overall the progress of this contract represents 26% physical completion; the Design element is 87.3% complete and Construction is 21.57%.

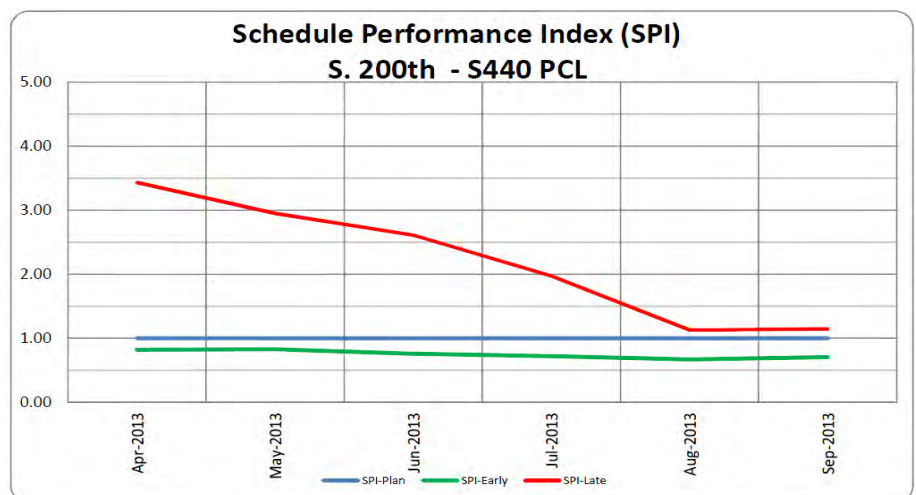
Critical Path

Contractor has re-sequenced critical work and the casting yard is now on the critical path driving the erection of segments at balance cantilever segments at A05-A13 The erection of the truss is still near critical with 13 days of float Critical path continues through Guideway drainage and railing, plinth and track installation, signal and systems and concludes with system wide testing and integration. Design submittals and production rates will be monitored closely.



Schedule Performance Index

The SPI is currently reporting below 1.00 at 0.7, based on early forecasts but has risen slightly from last period. Continued delays associated with the casting yard have been the main cause for the Contractor's inability to reach early forecast expectations. Drilled shaft installation and column erection is reporting ahead of the baseline plan.



Key Activities

Current Period

- Design package preparation continues for the last 3 packages (IFC Civil, 100% Station and Systems). Addendums to be made to IFC Substructure A & B and Track.
- Completed 11 drilled shaft this month, 33 total shafts completed to date.
- Continued assembling and erecting form systems for columns; 10 completed.
- Casting yard setup continues. A total of 10 segments are cast and 2 casting beds are in setup phase.
- Continued tube grouting.
- Continued surface repairs on columns.
- Continue rebar cage assembly for drilled shafts and columns.
- Began excavation for column footing.
- Continue demolition activities on 28th Ave S. and S 200th St.
- PSE completed utility relocation of raising lines on new poles at 188th and energized. Other utility relocation work continues along 28th Ave S.
- Delivery began of launch gantry structural elements.
- Pumping and treatment systems are in place.

Next Period

- Expected design package submittals for review. Remaining work to address 100% to IFC Station and Systems, and IFC Civil.
- Continues casting precast segments.
- Continue rebar cage assembly for drilled shafts and columns. Continue drill shaft towards north.
- Continue column placements at north side of S 200th St.
- Continue excavation and concrete pour.
- Begin MSE wall removal and utility work for several utilities at New Hampton Inn hotel.
- Continue with various utility relocations at column locations along 28th Ave. S.
- Begin assembly of launch gantry.

Closely Monitored Issues

- Contractor, concrete supplier and Sound Transit continue to work on Teamster labor issues.
- The issue regarding continuous spans in special track areas have been resolved.

Cost Summary

Present Financial Status	Amount
S440 Contractor—PCL Civil Contractors, Inc.	
Original Contract Value	\$169,000,000
Change Order Value	\$1,546,121
Current Contract Value	\$170,546,121
Total Actual Cost (Amount Billed)	\$36,296,588
Financial Percent Complete:	21%
Physical Percent Complete:	26%
Authorized Contingency	\$13,520,000
Contingency Drawdown	\$1,546,121
Contingency Index*	1.7



Formwork installation ongoing.

Link Light Rail Federal Way Link Extension

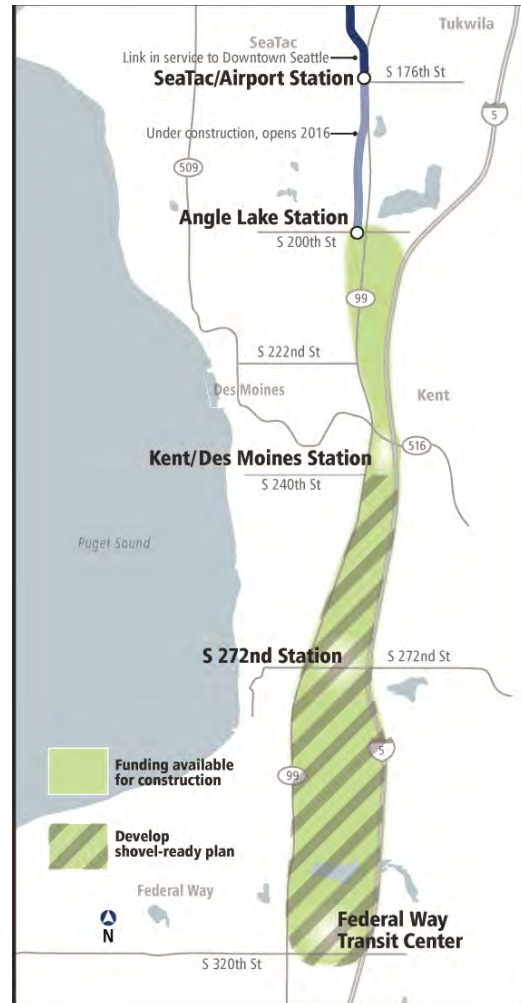
Scope

The scope of work for this project includes Alternatives Analysis, followed by a Draft and Final Environmental Impact Statement leading to Sound Transit Board adoption of the project and FTA issuance of a Record of Decision in 2016. The project will also include conceptual engineering design to support the environmental analysis.

In addition to advancing the engineering design of the project to obtain a Record of Decision, design of the preferred alternative will be advanced through preliminary engineering for the initial 2.3-mile segment from South 200th Street to Kent/Des Moines. This will prepare this segment for final design and construction, with anticipated revenue operations in 2023. Although not part of the initial scope, Sound Transit may exercise options to extend the scope of preliminary engineering south of Kent/Des Moines to South 272nd Street or the Federal Way Transit Center.

Key Project Activities/Issues

- HDR completed Phase 1 work (Alternatives Analysis) in September 2013.
- DEIS alternatives selected by the Board in September 2013.
- Executed Phase 2 contract amendment with HDR for Conceptual Engineering and Draft EIS work.



Map of Federal Way Link Extension.

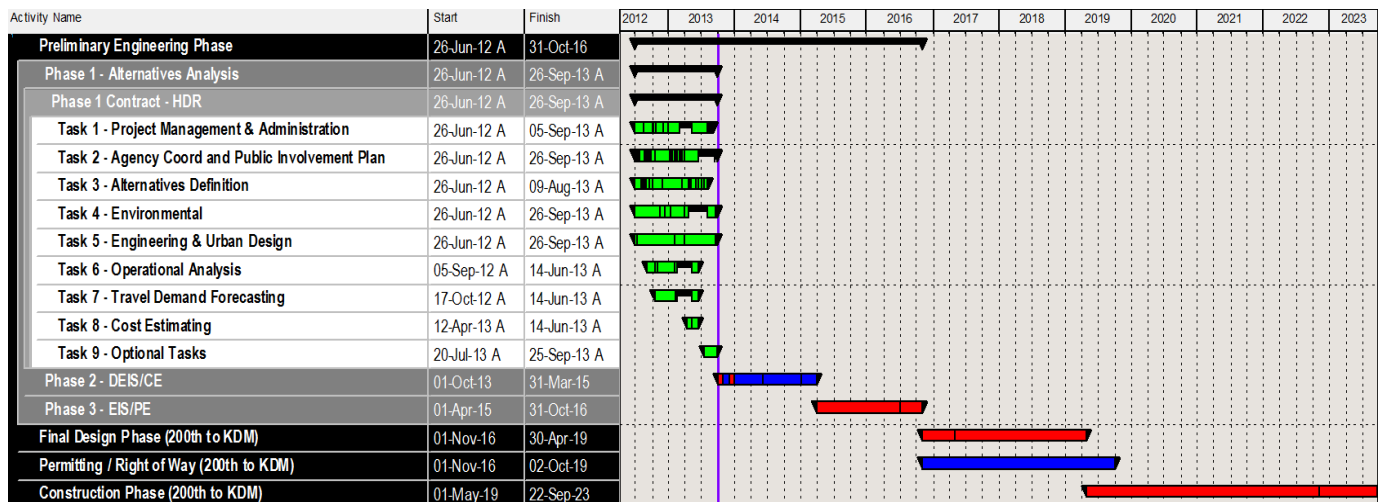
Project Cost Summary

The Federal Way Link Extension is currently funded through the completion of preliminary engineering (PE) and environmental documentation from S. 200th to Kent/Des Moines and for environmental documentation from Kent/Des Moines to Federal Way. Board approval for additional funding for final design and construction of S. 200th St. to Kent/Des Moines and for preliminary engineering of Kent/Des Moines to Federal Way to will be sought upon completion of funded work. Table (below) figures in millions.

Phase	Adopted Budget	Commitment to Date	Incurred to Date	Forecasts and Trends	Estimated Final Cost (EFC)	Budget Versus EFC
Administration	\$9.4	\$0.8	\$1.0	\$8.6	\$9.4	(\$0.0)
Preliminary Engineering	\$30.9	\$3.2	\$3.2	\$27.7	\$30.9	\$0.0
Third Party	\$1.6	\$0.0	\$0.0	\$1.6	\$1.6	\$0.0
Right-of-Way	\$0.0	\$0.0	\$0.0	\$0.2	\$0.2	(\$0.2)
Total	\$41.8	\$4.0	\$4.2	\$38.1	\$42.1	(\$0.2)

Project Schedule

Alternatives Analysis was completed in September 2013. The DEIS and Conceptual Engineering will go through the first quarter of 2015, the FEIS and Preliminary Engineering will go through last quarter of 2016, and it is anticipated that the Board will adopt the project and the FTA will issue the ROD in late 2016.



Sound Transit Board Actions

Board motions and resolutions directly related to Federal Way Link Extension is summarized in the table below for this quarter.

Motion Number	Description	Date
M2013-78	Identified the light rail alignment and station alternatives for detailed study in the DEIS, approving Gate 2 within Sound Transit's Gate process, and changing the project name to Federal Way Link Extension.	Sep 2013

Community Outreach

- Participated in monthly coordination meeting with local agencies.
- Met at St. Francis Hospital for networking.

Environmental

- Alternatives development and screening continues.

Link Light Rail Federal Way Link Extension– AA & EIS Scoping



Phase 1 - Alternatives Analysis and EIS Scoping Overview

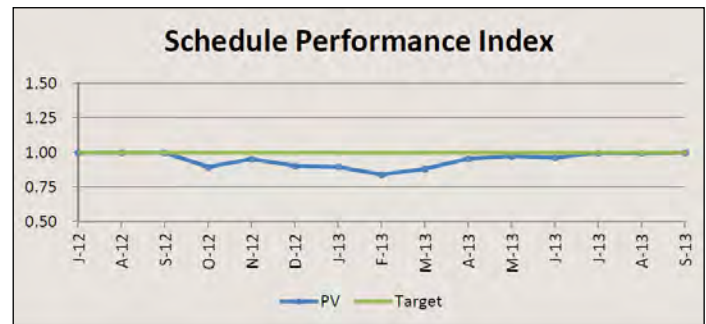
Sound Transit executed a professional services agreement with HDR Engineering, Inc. for Phase 1 professional services including an Alternatives analysis and EIS scoping in June 2012.

Key Phase 1 Activities

- Completed EIS Scoping and alternatives screening report.
- Concluded Phase 1 and received Board approval to proceed to Phase 2.

Phase 1 Schedule Performance

Phase 1 work was completed in September. Because all work is complete, the Earned Value is equal to the Planned Value by definition, and the Schedule Performance Index (SPI) is 1.00.



Phase 1 Cost Performance

\$3.2M of the total Phase 1 contract amount, approximately 100%, was spent through September. The Phase 1 percent complete is 100%, resulting in an earned value of \$3.2M. The cumulative Cost Performance Index (CPI) is 1.00, which indicates that the Phase 1 expenditures were in line with the Earned Value.



Phase I Performance	Previous Phase I Cumulative	Current Quarter	Phase I Cumulative through Sep 2013
Amount Invoiced	\$2,653,655	\$544,233	\$3,197,888
% Spent	83%	17%	100%
Earned Value	\$2,666,584	\$531,352	\$3,197,936
% Complete	83%	17%	100%
SPI	0.96	1.23	1.00
CPI	1.00	0.98	1.00

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Link Light Rail Tacoma Link Expansion

Scope

In cooperation with the City of Tacoma and Pierce Transit, Sound Transit is studying the potential of expanding the Tacoma Link light rail system in the context of the City and Pierce Transit service and capital plans.

The Tacoma Link Expansion Project is in Preliminary Engineering Phase.



Tacoma Link

Key Project Activities

- In the 3rd QTR 2013, work continued to refine engineering assumptions and conduct technical analysis on potential route alternatives, and on their potential environmental impacts to inform the decision on the appropriate type of environmental documentation.

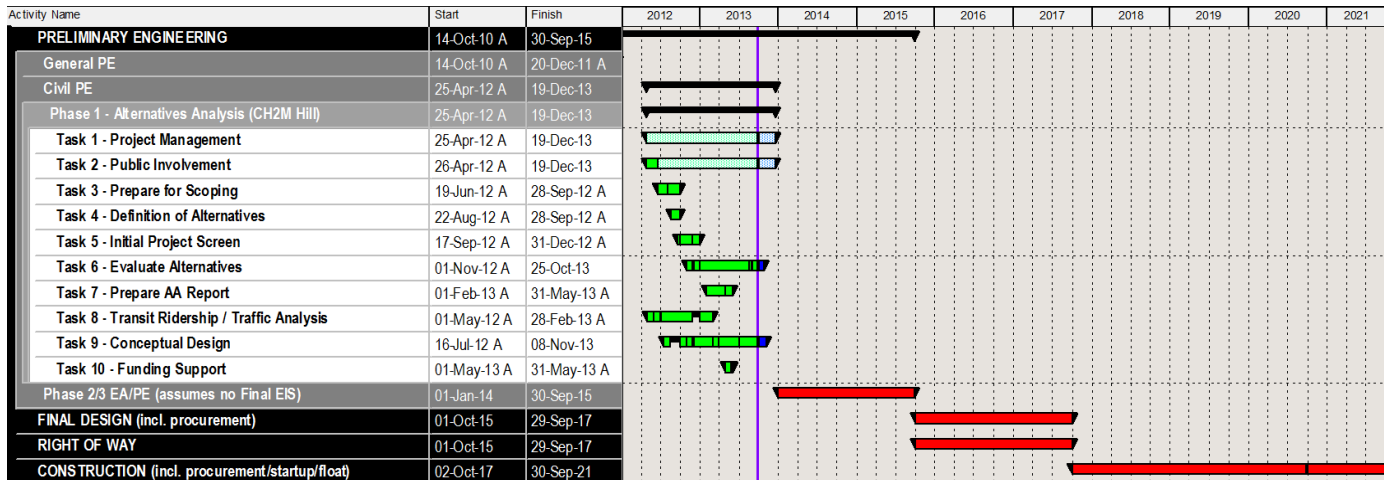
Project Cost Summary

The Tacoma Link Alternatives Analysis is currently funded through the completion of the alternatives analysis, PE and Environmental Documentation. Funding included in the ST2 financial plan represents a maximum capital contribution by Sound Transit to the overall cost of expanding Tacoma Link if other public or private entities provide additional funding. Board approval for funding environmental documentation, preliminary engineering, final design and construction will be sought upon completion of the alternatives analysis. Board approval for funding preliminary engineering, final design and construction will be sought upon completion of the environmental documentation, a project funding strategy and agreements with funding partners. The proposed 2014 budget includes an increase to the project lifetime budget to fund Right of Way activities needed to advance the design work. (Table in millions.)

Phase	Adopted Budget	Commitment to Date	Incurred to Date	Forecasts and Trends	Estimated Final Cost (EFC)	Budget Versus EFC
Administration	\$1.0	\$0.5	\$0.5	\$0.6	\$1.0	(\$0.0)
Preliminary Engineering	\$4.7	\$1.0	\$0.8	\$3.7	\$4.7	\$0.0
Right of Way	\$0.0	\$0.0	\$0.0	\$0.1	\$0.1	(\$0.1)
Contingency	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total	\$5.8	\$1.5	\$1.4	\$4.3	\$5.8	(\$0.1)

Project Schedule

The AA will be completed by the 4th QTR 2013. The project schedule is presented below.



Environmental

- Potential alignments in preferred corridor identified by the Sound Transit Board being evaluated to determine which alignment(s) to advance for further design and environmental review.

Community Outreach

- Continued coordination with City of Tacoma and stakeholders.
- Participated in Stakeholder Roundtable Meeting and Hillside Development Council Meeting.
- Provided briefing to the Stadium District.

Link Light Rail

Link Operations and Maintenance Satellite Facility



Scope

Sound Transit is reviewing and evaluating current and future light rail storage and maintenance requirements to support the development, design, and construction of a future light rail operations and maintenance facility for proposed system expansion.

This project is updated quarterly.

Key Project Activities

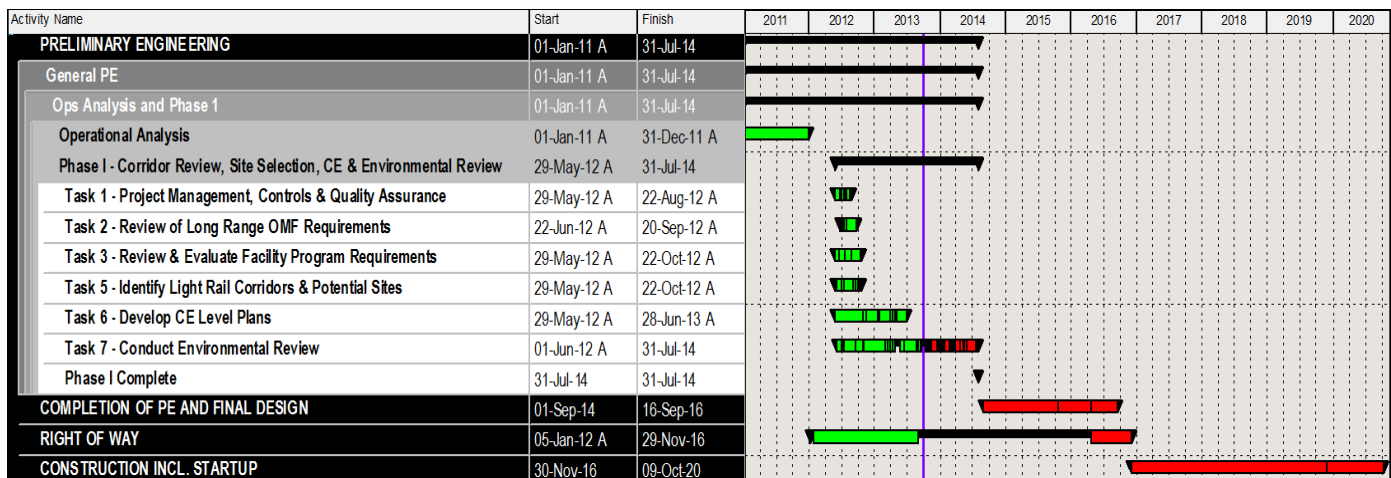
- Huitt-Zollars, Inc. continues work on their Phase 1 contract for conceptual engineering and environmental review.
- Identified long range facility requirements, potential corridors, and sites for the new Operations and Maintenance Satellite Facility (OMSF). Conducted environmental scoping and produced a scoping summary report.
- ST Board identified DEIS alternatives in December 2012.
- Pursuing protective acquisition of a parcel associated with one of the potential sites.
- Preparing to circulate the DEIS for review in 4th QTR 2013.

Program Cost

The Link Operations and Maintenance Satellite Facility (OMSF) project is currently funded through the completion of preliminary engineering (PE) and environmental documentation. Board approval for additional funding for final design and construction will be sought upon completion of PE. Table (below) figures in millions.

Phase	Adopted Budget	Commitment to Date	Incurred to Date	Forecasts and Trends	Estimated Final Cost (EFC)	Budget Versus EFC
Administration	\$3.2	\$0.4	\$0.5	\$2.8	\$3.2	\$0.0
Preliminary Engineering	\$5.7	\$2.4	\$2.6	\$3.3	\$5.7	\$0.0
3 rd Party Agreements	\$0.4	\$0.0	\$0.0	\$0.4	\$0.4	\$0.0
Right of Way	\$23.2	\$23.2	\$23.1	\$0.1	\$23.2	\$0.0
Total	\$32.6	\$26.0	\$26.2	\$6.6	\$32.6	\$0.0

Program Schedule



Phase 1 - Conceptual Engineering and DEIS Overview

Sound Transit executed a professional services agreement with Huitt-Zollars, Inc. for civil engineering and architectural design services and issued NTP for Phase 1, Conceptual Engineering and DEIS, for the Link Operations and Maintenance Satellite Facility (OMSF) project in May 2012.

Phase 1 Key Activities

- Continued coordination with local jurisdictions and stakeholders.
- Completed protective acquisition of one parcel on one of the potential sites.
- Prepared Design Report and DEIS for first administrative review.
- Conducted value engineering and an operations review of the proposed OMSF sites.

Phase 1 Schedule Performance

The Schedule Performance Index (SPI) trends at 0.92 through August 2013, which indicates that work accomplished is less than the revised baseline plan.

Change Order 001 modified the contract's Performance Management Baseline and extended the schedule. Change Order 002 further increased the contract cost. Change Order 003 extends the schedule to Aug. 2014 and adds additional contract costs, which will be reflected in the Performance Management Baseline beginning in Oct. 2013.

Phase 1 Cost Performance

\$2.2 M of the total contract amount, approximately 99%, has been spent through August 2013 (the most recent available data). The Phase 1 percent complete reported through August 2013 is 83%, resulting in an earned value of \$1.9 M. The cumulative Cost Performance Index (CPI) is 0.84, which means that the expenditures are higher than the earned value. Based on these trends through August, final cost was expected to be above budget. Change Order 003 extended the schedule and added contract costs from October 2013 forward.



Phase I Performance	Previous Period	Current Period	Cumulative Thru Aug 2013
Amount Invoiced	\$2,147,757	\$90,768	\$2,238,525
% Spent	95%	4%	99%
Earned Value	\$1,782,537	\$98,787	\$1,881,324
% Complete	79%	4%	83%
SPI	0.92	0.87	0.92
CPI	0.83	1.09	0.84

Link Light Rail Staffing Report



Staffing

Recruiting Activity

During this reporting period (August 2013) the following positions were filled to support the capital program.

Position	Project Assignment	Planned Hire Date
Config. and Change Mgmt Spec.	Project Controls	March 2013
Principal Construction Manager	Systems	2012 – reclass*
Director of Community Outreach	Link, Regional Express and Sounder	2013 Attrition*

Recruiting continued during this reporting period for the following design, engineering and construction management positions:

Position	Project Assignment	Planned Hire Date
Construction Manager	Northgate Link Extension	January 2012
Construction Manager	East Link Extension	2012 – reclass*
Deputy Construction Manager	Non-corridor projects	2012 – reclass*
Principal Construction Manager	East Link	2012 – reclass*
Construction Manager	Sounder and Regional Express	2012 Attrition
Deputy Executive Director	Business and Construction Services	2012 Attrition*
Sr. Risk Engineer	Project Controls	2012 Attrition
Director	Systems Engineering and Integration	2013 Attrition*
Deputy Director	Civil and Structural Design	2013 Attrition*
Civil Engineer	Right of Way	2013 Attrition*
Project Control Coordinator	Project Controls	2013 Attrition*
Systems Engineer	Link - Sounder	2013 Attrition*
Community Outreach Supervisor	Link, Regional Express and Sounder	2013 Attrition*
Systems Engineer	Link - Sounder	2013 Attrition*
Sr. Doc. Control Coordinator	Project Controls	2013 Attrition*
Configuration Coordinator	Project Controls	2013 Attrition*
Sr. Real Property Agent	Real Property	2013 Attrition
Property Management Specialist	Sound Transit Owned Property	2013 Attrition
Sr. Systems Engineer	Enterprise	February 2013
Sr. Scheduling Engineering	Project Controls	February 2013
Art Collection Coordinator	STart	February 2013
Senior Systems Engineer	Traction Power	April 2013
Sr. Civil Engineer	Sound Transit 3	June 2013
Sr. Scheduling Engineering	Project Controls - Sound Transit 3	June 2013

*Attrition resulting from internal promotion to vacant position

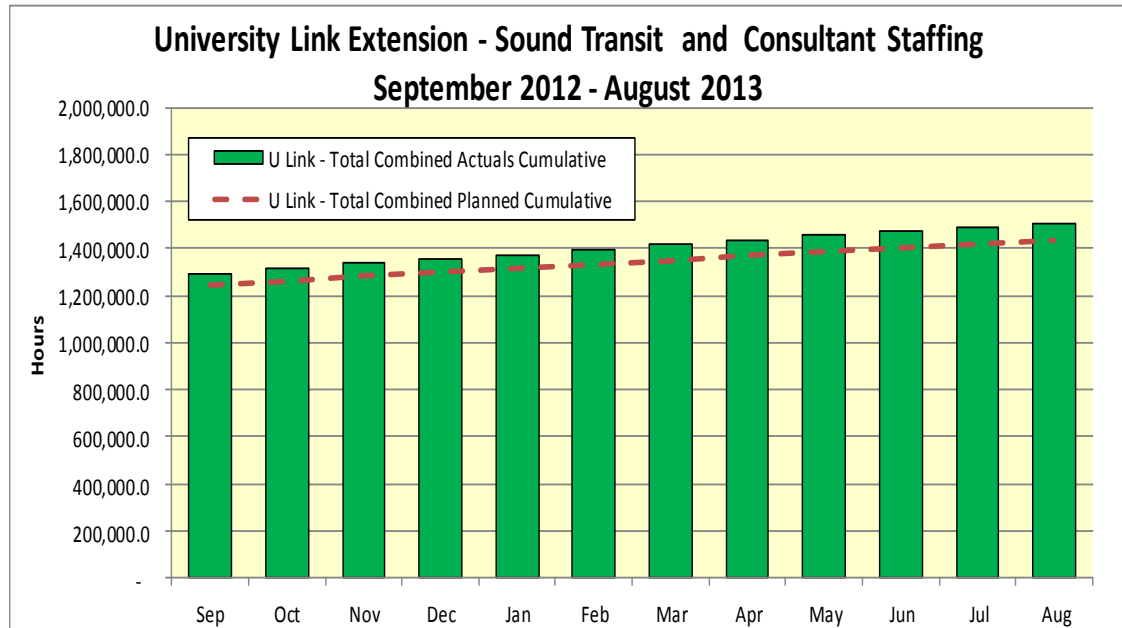
Project Staffing – Major Link Light Rail Programs

A total of 579 (98% of plan) consultant and internal staff full time equivalents (FTE) participated in the planning, design and construction of on-going Link light rail extensions in August 2013 an increase of 8% (44 FTE) from July staffing and only 2% below planned staffing. Consultant staffing for the East Link Extension continued to decrease (20.3 FTE) from staffing reported for July; internal staffing for the East Link Extension was 7% (4 FTE) above plan. Staffing in August for the University and the South 200th Link extensions exceeded plan, while staffing for the Northgate Extension trended close to plan. Lynnwood Link Extension staffing was 25% (10 FTE) below plan. Staffing variance to plan by project follows.

University Link Extension Staffing

Total Internal and External Staffing – University Link Extension

During August, 116 consultant and internal staff was committed to the University Link Extension. Staffing for August was 11% (11.5 FTE) above staffing for July and 13% (13.4 FTE) ahead of plan. Cumulatively, since August 2006, average monthly project staffing continues to trend approximately 5% (5 FTE/mo.) above plan.



	Labor Hours to Date				Current Period Aug 2013			
	Total Planned	Total Actual	Total Variance	Percent Expended	Period Planned	Period Actual	Period Variance	Percent Expended
No. of Hours	1,434,778.8	1,507,376.7	72,597.9	105.1%	16,445.0	18,586.8	2,141.8	113.0%
Monthly Average	16,879.8	17,733.8	854.1					
Monthly FTE	105.5	110.8	5.3		102.8	116.2	13.4	

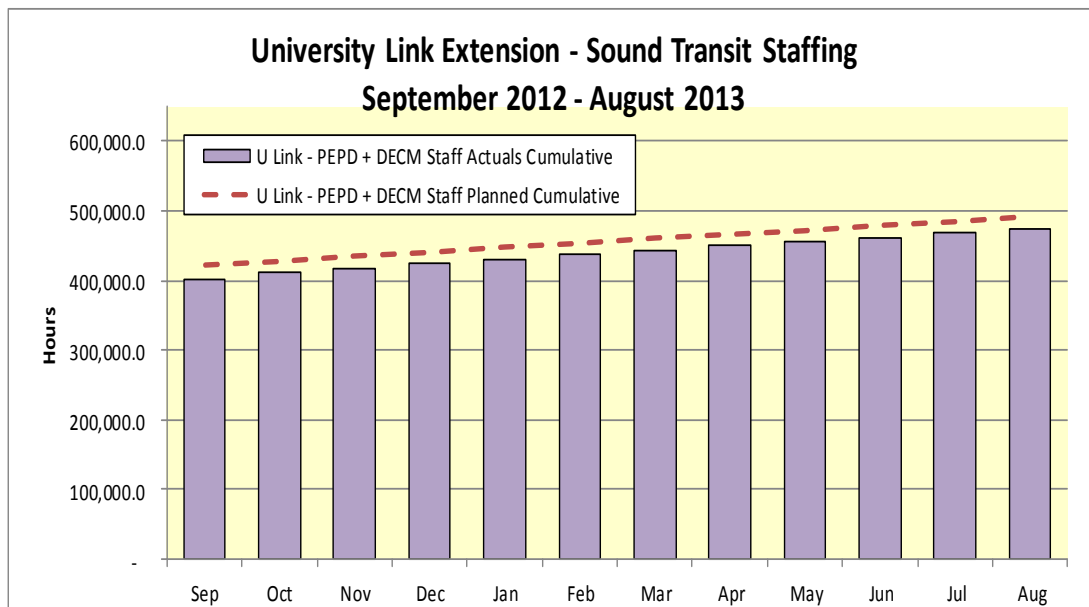
Link Light Rail Staffing Report



University Link Extension Staffing

Internal Resource Commitments to University Link Extension

There were 35.7 internal FTE assigned to the University Link Extension in August. Similar to previous reporting periods, internal staffing remained slightly (3.3 FTE) below plan. Cumulatively since August 2006, average monthly internal staffing continues to trend 3.5% (1.3 FTE/mo.) below the baseline.

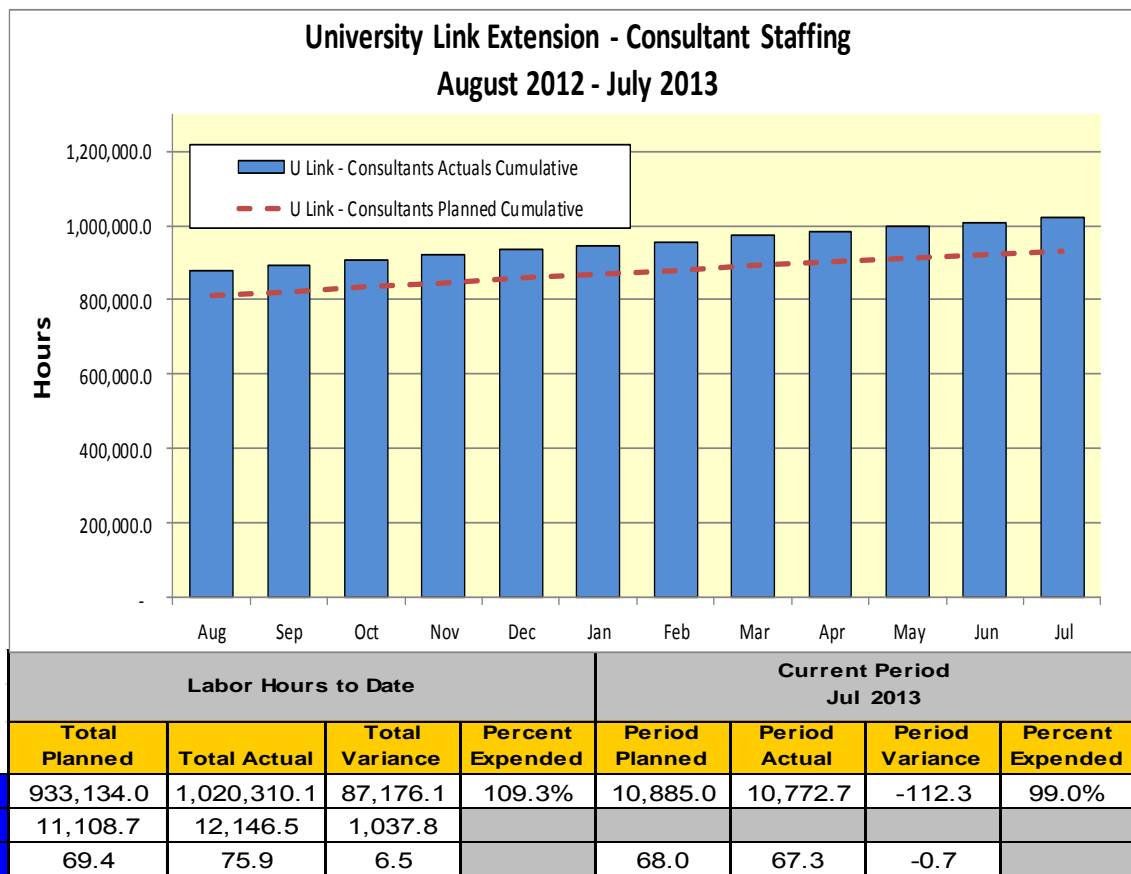


	Labor Hours to Date				Current Period Aug 2013			
	Total Planned	Total Actual	Total Variance	Percent Expended	Period Planned	Period Actual	Period Variance	Percent Expended
No. of Hours	491,439.8	474,188.8	-17,251.0	96.5%	6,240.0	5,709.0	-531.0	91.5%
Monthly Average	5,781.6	5,578.7	-203.0					
Monthly FTE	36.1	34.9	-1.3		39.0	35.7	-3.3	

University Link Extension Staffing

Consultant Resource Commitments to University Link Extension

During August 67.3 consultant FTE were assigned to the University Link Extension essentially consistent with the June consultant staffing. Cumulatively, since August 2006, average monthly consultant staffing continues to trend approximately 10% (6.5 FTE/mo.) above plan.

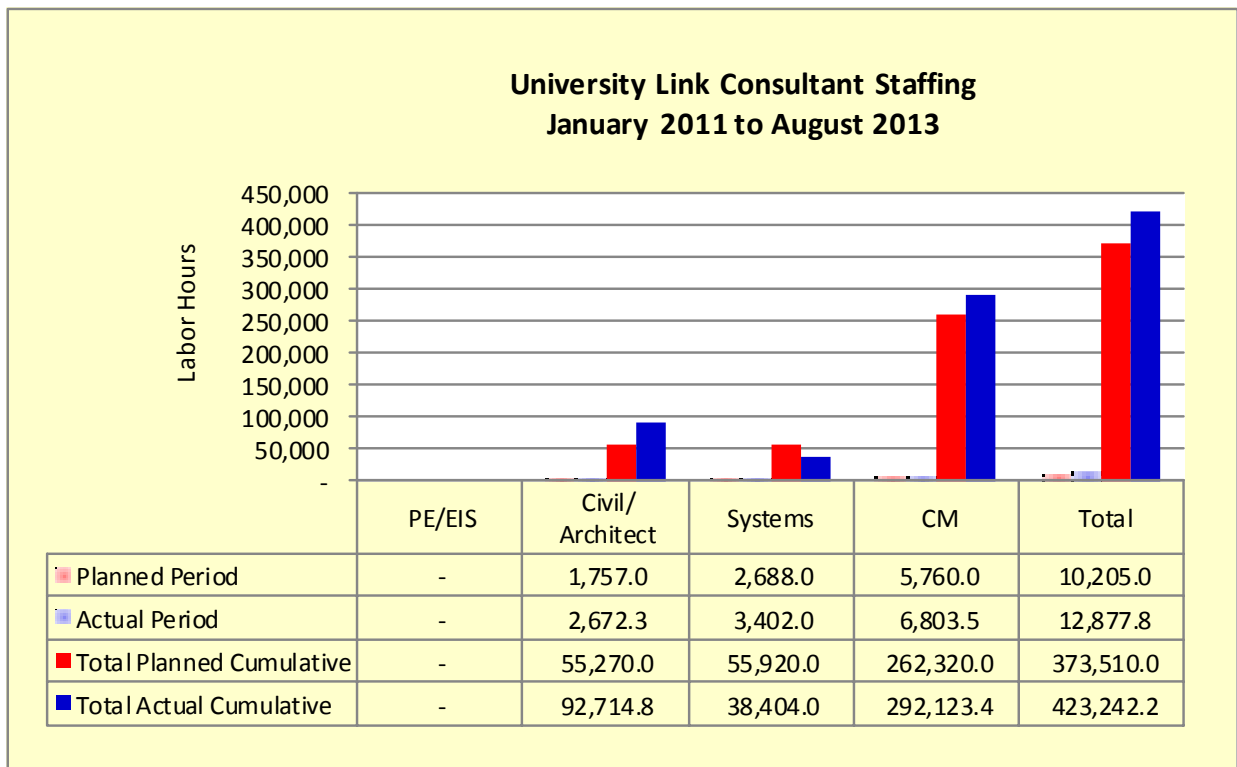


University Link Extension Staffing

Consultant Resource Commitments to University Link Extension, continued

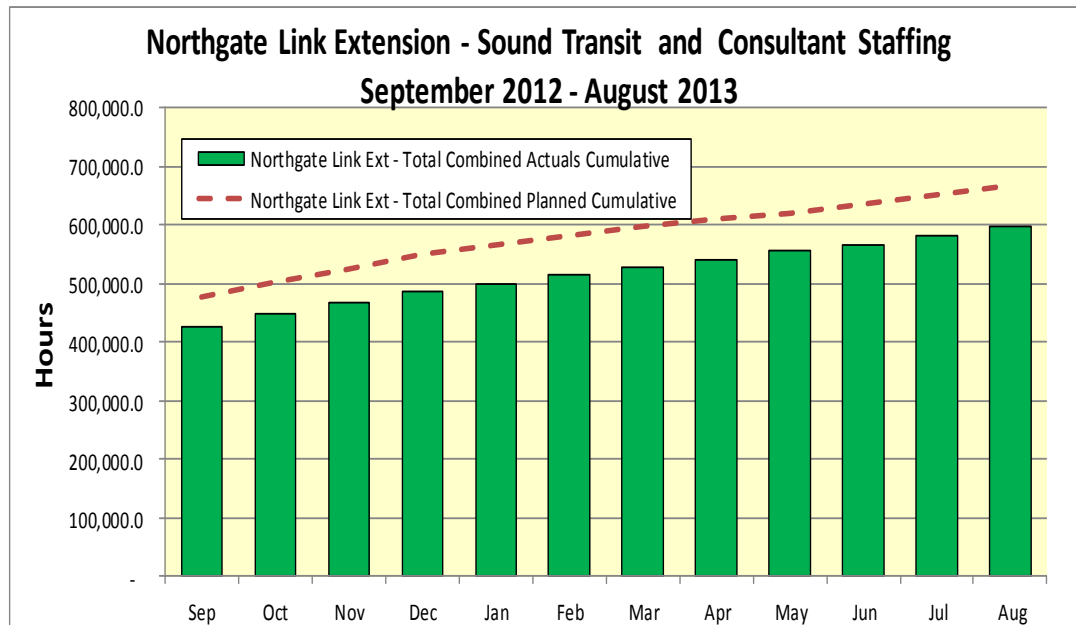
Consultant utilization by discipline for the University Link Extension since January 2011 is illustrated below.

Consultant FTE providing civil engineering and architectural support to the University Link Extension increased slightly (13% or 1.9 FTE) in August. A total of 16.7 civil engineering and architectural consultant FTE were assigned to the University Link Extension. Civil engineering and architectural consultant staffing continues to remain above plan by 52% (5.7 FTE). Systems support during August (21.3 FTE) increased 16% (3 FTE) from July Systems staffing and remained above plan by 27% (4.5 FTE) as rail installation continued in the tunnels. Construction Management (CM) consultant staffing of 42.5 FTE increased 24% (8.3 FTE) during August. Cumulatively, since January 2011, civil/architecture consultant staffing continues to trend 40% (29 FTE/mo.) above plan, Systems 43% (13.1 FTE/mo.) below plan, and construction management 2% (1.4 FTE/mo.) above plan.



Northgate Link Extension Staffing

During August, 102.4 internal and consultant staff was assigned to the Northgate Link Extension. This is a 22% (19.FTE) increase from July staffing but slightly less than planned staffing of 104.8 FTE (2% or 2.4 FTE). The station finishes design contracts remain suspended until the procurement of the General Contractor /Construction Management (GC/CM) contractors for station construction are completed later this year. Cumulatively since January 2011 average monthly staffing continues to trend 11% (13.9 FTE/mo.) below plan.



	Labor Hours Jan 2011 - Aug 2013				Current Period Aug 2013			
	Total Planned	Total Actual	Total Variance	Percent Expended	Period Planned	Period Actual	Period Variance	Percent Expended
No. of Hours	667,841.5	596,862.8	-70,978.7	89.4%	16,764.3	16,387.8	-376.5	97.8%
Monthly Average	20,870.0	18,652.0	-2,218.1					
Monthly FTE	130.4	116.6	-13.9		104.8	102.4	-2.4	

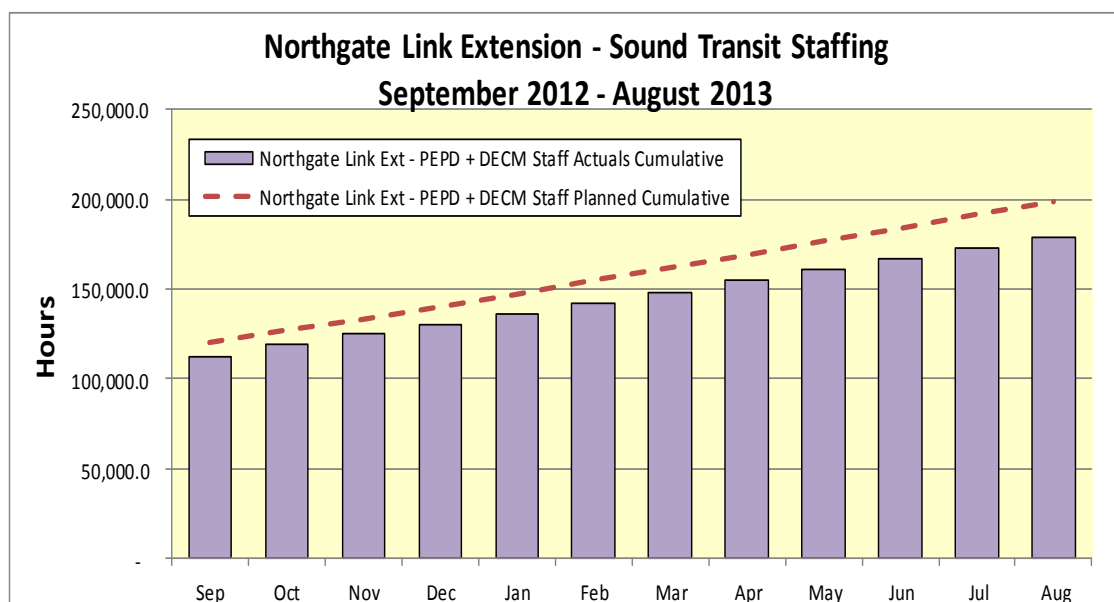
Link Light Rail Staffing Report



Northgate Link Extension Staffing

Internal Resource Commitments to Northgate Link Extension

Internal staffing in August increased only slightly (2% or 1 FTE) from July and remained 14% (6.5 FTE) below plan. Cumulatively, since January 2011, average monthly internal staffing continues to trend below plan by 10% (3.8 FTE/mo.).

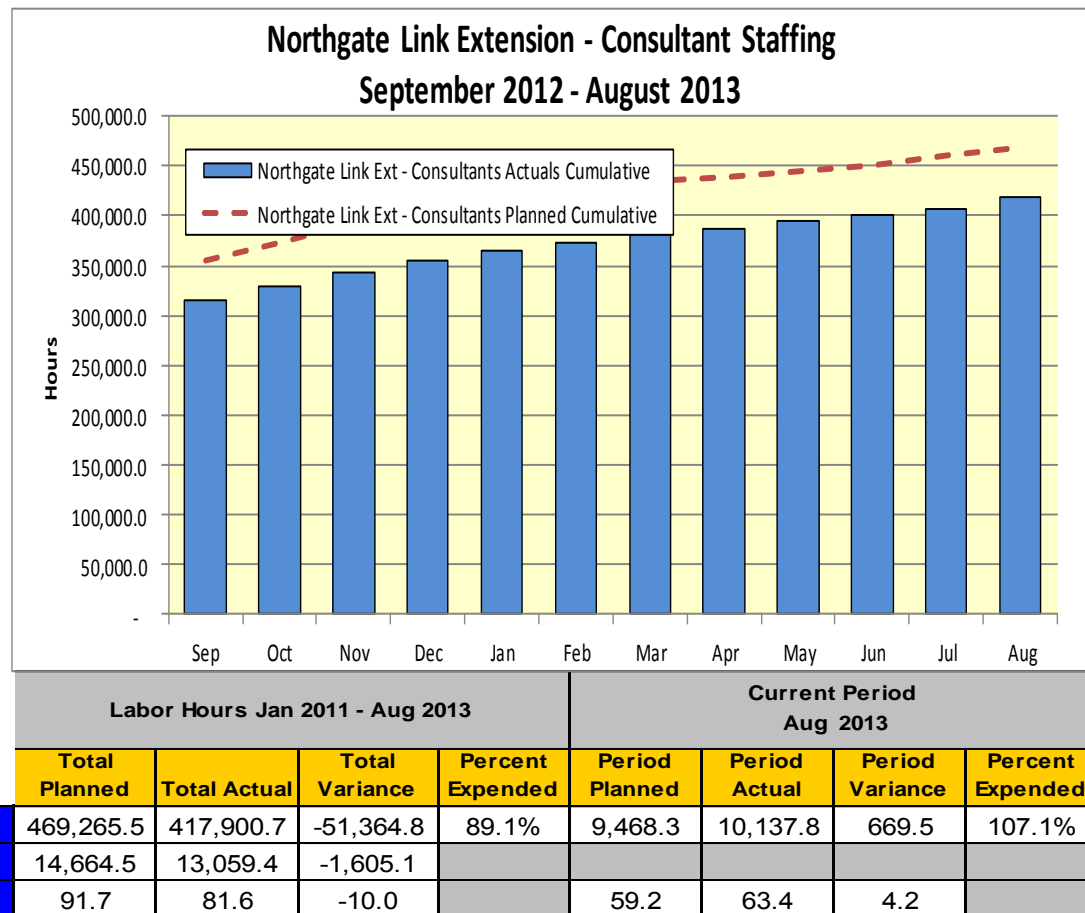


	Labor Hours Jan 2011 - Aug 2013				Current Period Aug 2013			
	Total Planned	Total Actual	Total Variance	Percent Expended	Period Planned	Period Actual	Period Variance	Percent Expended
No. of Hours	198,576.0	178,962.1	-19,613.9	90.1%	7,296.0	6,250.0	-1,046.0	85.7%
Monthly Average	6,205.5	5,592.6	-612.9					
Monthly FTE	38.8	35.0	-3.8		45.6	39.1	-6.5	

Northgate Link Extension Staffing

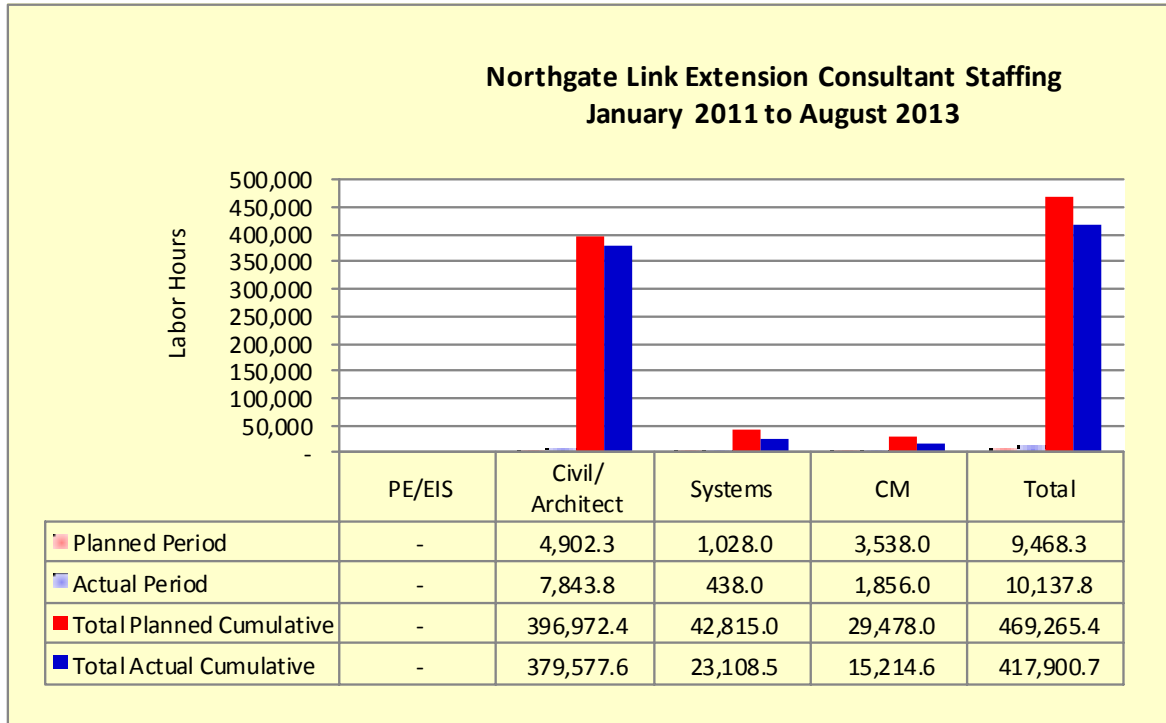
Consultant Resource Commitments to Northgate Link Extension

During August, 63.4 consultant FTE were assigned to the Northgate Link Extension, a 28% (18 FTE) increase from July consultant staffing and 7% (4.2 FTE) above plan. Cumulatively, since January 2011, average consultant utilization continues to trend 10% (10 FTE/mo.) below plan.



Northgate Link Extension Staffing

Consultant Resource Commitments to Northgate Link Extension

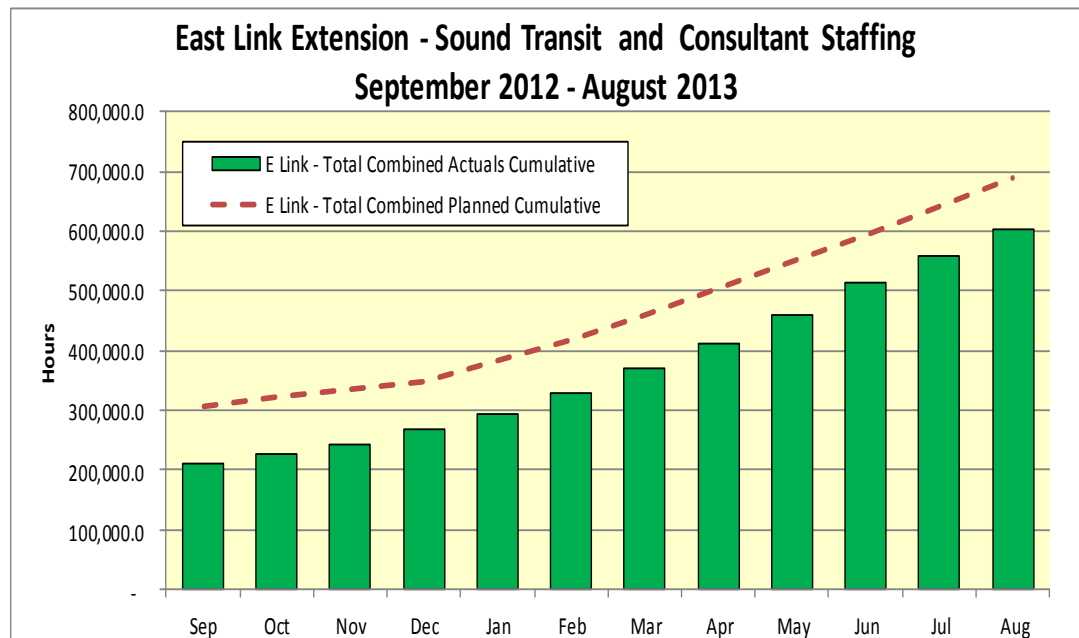


Consultant utilization by discipline follows:

- Civil/architecture consultant utilization for August (46.8 FTE) increased 31% (11 FTE) from July staffing and like July, remained 53% (16.1 FTE) above plan. Civil engineering has been supporting the early work at the station locations, assisting in the tunneling and GC/CM procurements and completing final design of the line segments from the Maple Leaf Portal to Northgate, the Northgate Station and parking and other planned improvements in the vicinity of Northgate Station. Cumulatively since January 2011, civil engineering/architecture consultant staffing continues to trend 4% (3.4 FTE/mo.) below plan.
- Systems consultant utilization (2.7 FTE) trended with the prior reporting period, remaining below plan at by 57% (3.7 FTE). Emphasis has been placed on procuring the tunneling contractor and the GC/CM contractor for the Roosevelt Station and defining alternate parking strategies and transit plaza elements of the Northgate Station. Since January 2011, average monthly Systems consultant staffing continues to trend 46% (3.8 FTE/mo.) below plan. Systems consultant staffing is projected to increase as the systems design is advanced.
- CM consultant staffing in August increased 46% (3.7 FTE) over July CM staffing; at 11.7 FTE, CM staffing remains below planned staffing by 10.5 FTE. Cumulatively, since January 2011, average monthly CM consultant staffing continues trend below plan by 48% (2.8 FTE/mo.).

East Link Extension Staffing

Staffing for the East Link Extension in August remained below plan by 6% (16.4 FTE) however staffing increased 2% (5.3 FTE) over July staffing. Cumulatively since January 2011, average monthly staffing continues to trend 12% (16.3 FTE/mo.) below plan.



	Labor Hours Jan 2011 - Aug 2013				Current Period Aug 2013			
	Total Planned	Total Actual	Total Variance	Percent Expended	Period Planned	Period Actual	Period Variance	Percent Expended
No. of Hours	687,403.2	603,705.3	-83,697.9	87.8%	47,078.4	44,449.3	-2,629.1	94.4%
Monthly Average	21,481.4	18,865.8	-2,615.6					
Monthly FTE	134.3	117.9	-16.3		294.2	277.8	-16.4	

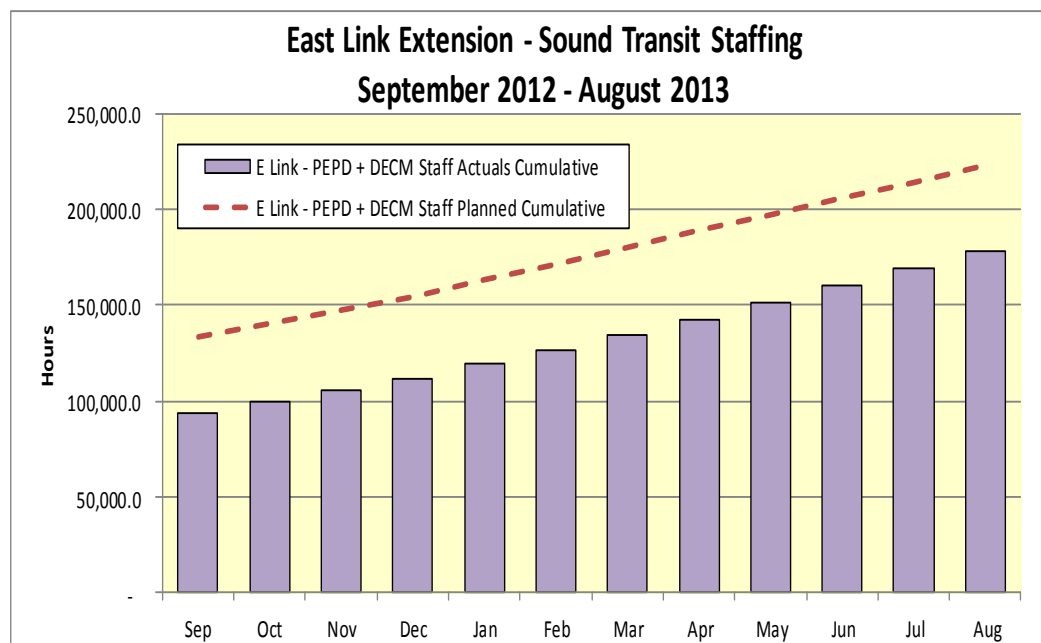
Link Light Rail Staffing Report



East Link Extension Staffing

Internal Resource Commitments to East Link Extension

During August internal staffing for the East Link Extension (57.4 FTE) was 7% (3.8 FTE) above plan and 1% (0.6 FTE) above July staffing. Cumulatively, since January 2011, average monthly internal staffing is trending nearly 20% (8.8 FTE/mo.) below plan.

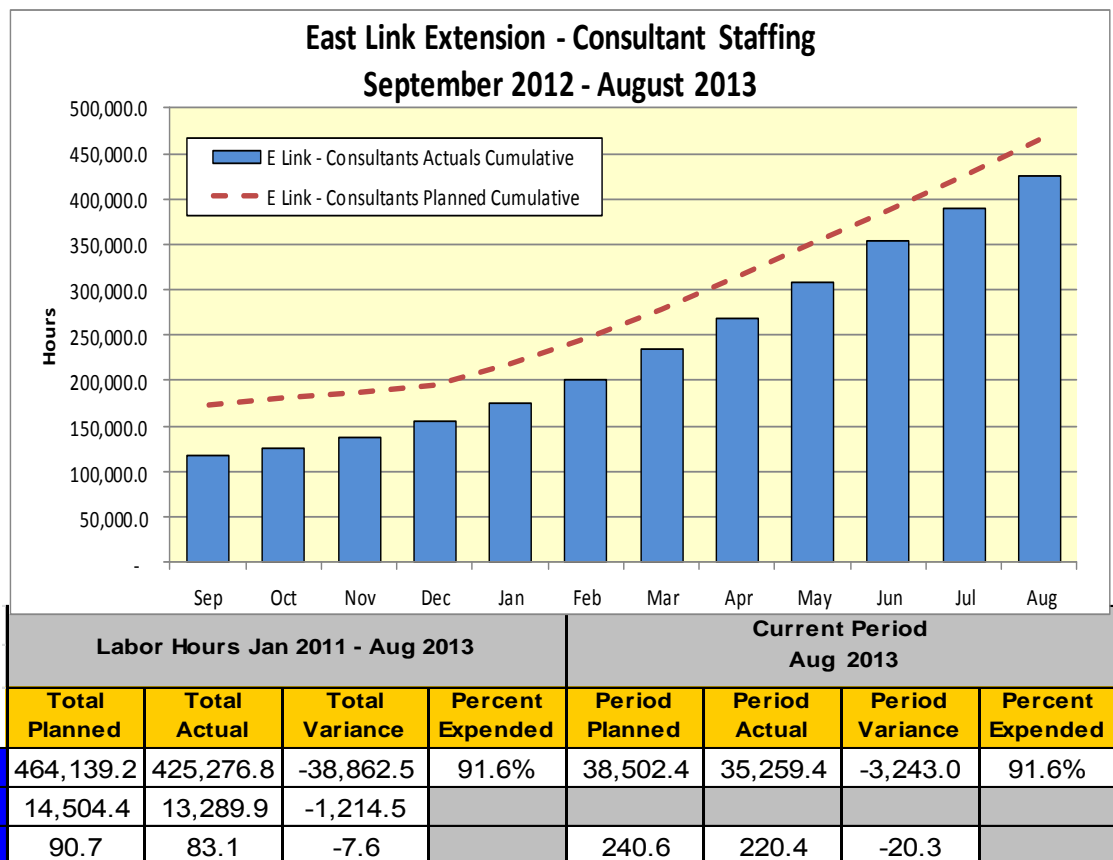


	Labor Hours Jan 2011 - Aug 2013				Current Period Aug 2013			
	Total Planned	Total Actual	Total Variance	Percent Expended	Period Planned	Period Actual	Period Variance	Percent Expended
No. of Hours	223,264.0	178,428.6	-44,835.4	79.9%	8,576.0	9,189.9	613.9	107.2%
Monthly Average	6,977.0	5,575.9	-1,401.1					
Monthly FTE	43.6	34.8	-8.8		53.6	57.4	3.8	

East Link Extension Staffing

Consultant Resource Commitments to East Link Extension

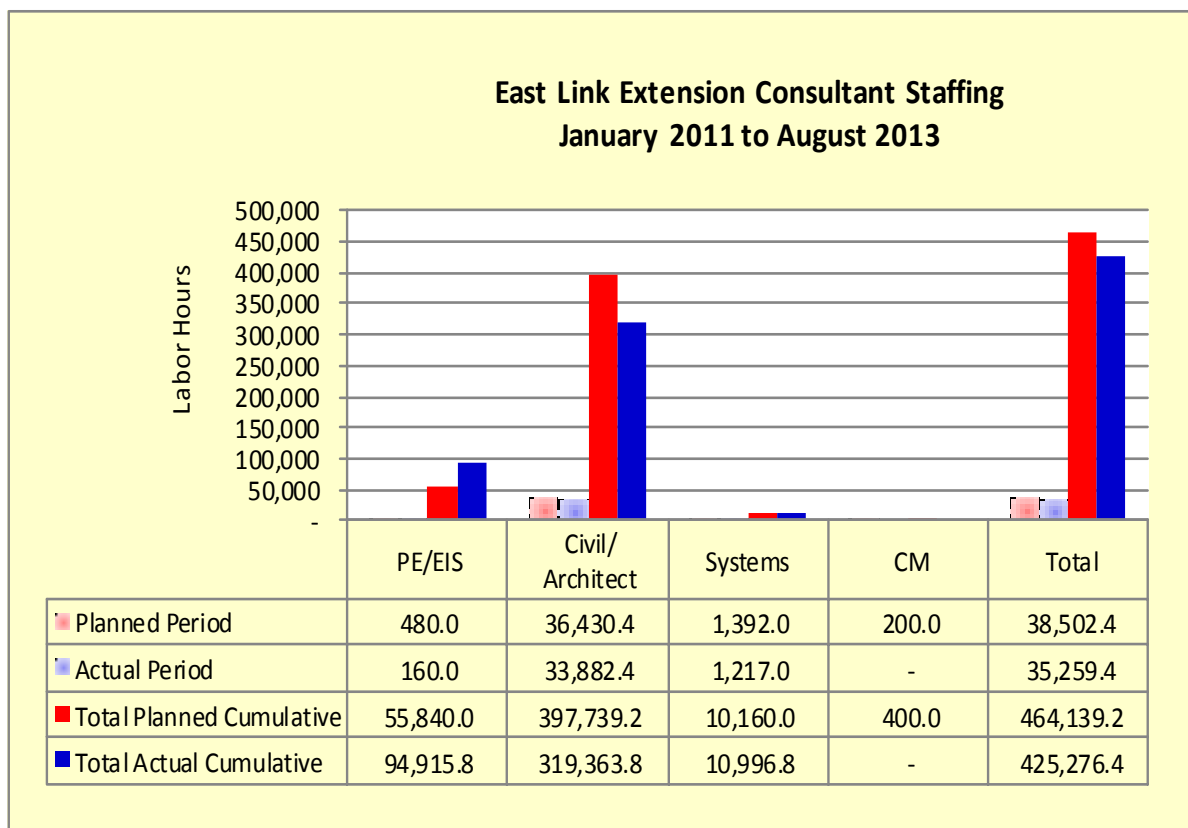
During August, 220 consultant FTE were assigned to the East Link Extension, 4.7 FTE (2%) above July staffing and 20.3 FTE (8%) below the staffing baseline. Cumulatively since January 2011, average monthly consultant staffing is trending 8% (7.6 FTE/mo.) below plan.



East Link Staffing

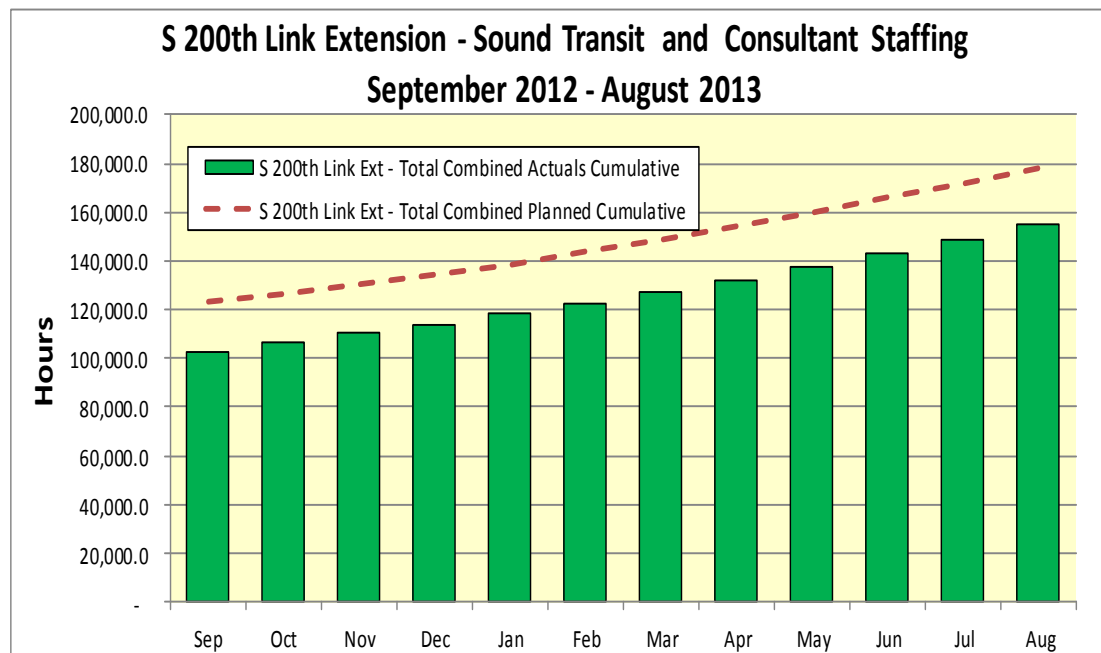
Consultant Resource Commitments to East Link, continued

Consultant utilization by discipline since January 2011 is reflected below. Similar to previous reporting periods, civil engineering consultant staff represents the majority of consultant staffing. Systems consultants (7.6 FTE) were also reported for this period.



S. 200th Link Extension Staffing

Staffing for South 200th Link Extension in August increased 16% (5.7 FTE) from July and exceeded plan by 5% (1.8 FTE). Since January 2011, average monthly internal and consultant staffing is trending 12.8% (4.4 FTE/mo.) below plan.



	Labor Hours Jan 2011 - Aug 2013				Current Period Aug 2013			
	Total Planned	Total Actual	Total Variance	Percent Expended	Period Planned	Period Actual	Period Variance	Percent Expended
No. of Hours	178,009.2	155,257.4	-22,751.8	87.2%	6,163.0	6,449.1	286.1	104.6%
Monthly Average	5,562.8	4,851.8	-711.0					
Monthly FTE	34.8	30.3	-4.4		38.5	40.3	1.8	

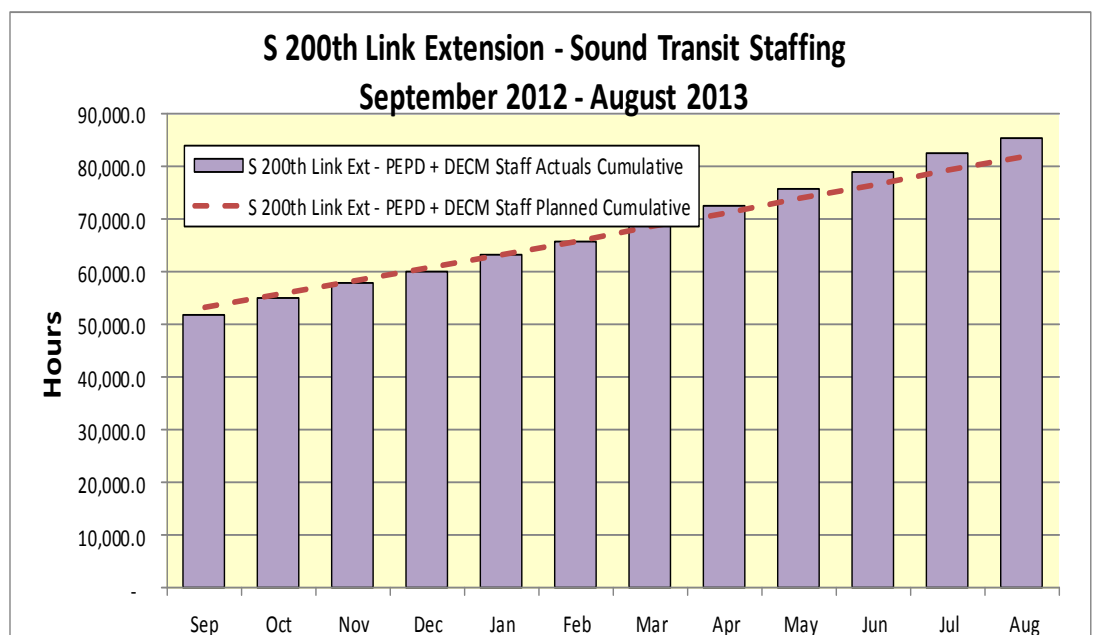
Link Light Rail Staffing Report



S. 200th Link Extension Staffing

Internal Resource Commitments South Link to S.200th Link Extension

Internal staffing in August (19 FTE) was consistent with internal staffing for July and was 14.5% (2.4 FTE) above plan. Activity continues on procurement of the design/build contractor for the station parking structure and for the design-bid-build surface parking and traffic impact mitigation measures. Cumulatively, since January 2011, average monthly internal staffing is trending with the baseline.

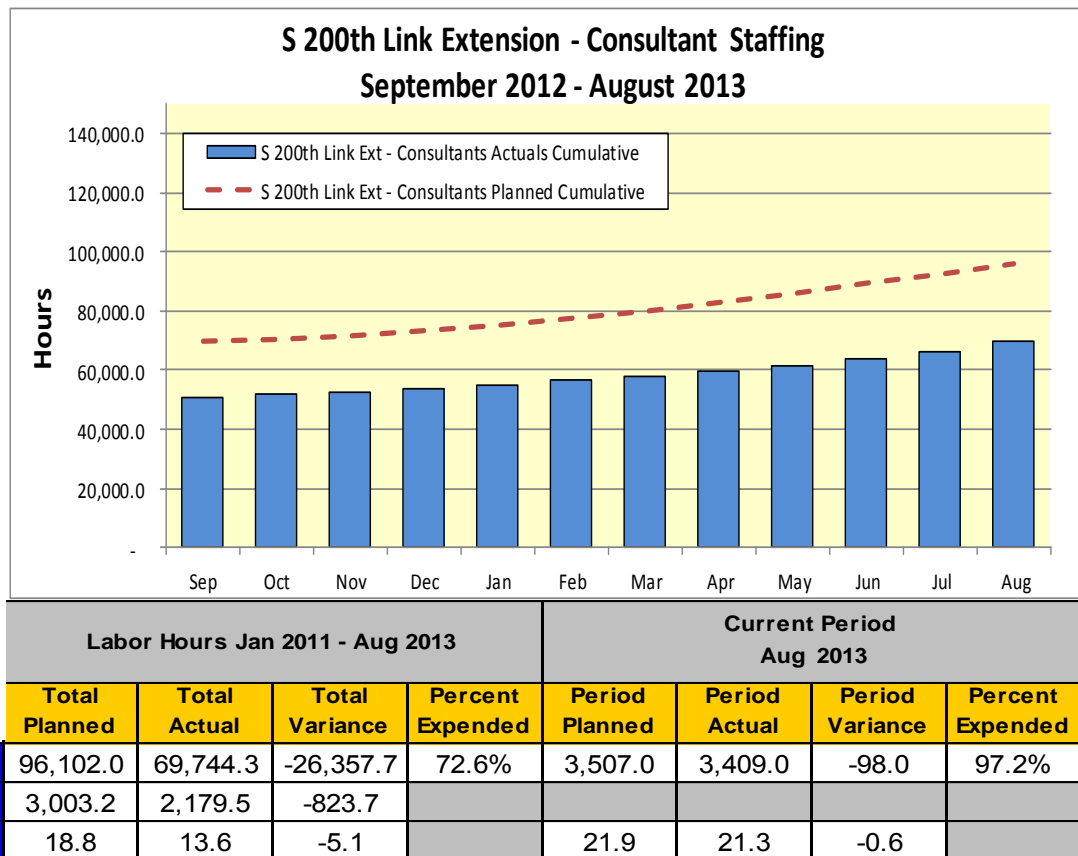


	Labor Hours Jan 2011 - Aug 2013				Current Period Aug 2013			
	Total Planned	Total Actual	Total Variance	Percent Expended	Period Planned	Period Actual	Period Variance	Percent Expended
No. of Hours	81,907.2	85,513.1	3,605.9	104.4%	2,656.0	3,040.1	384.1	114.5%
Monthly Average	2,559.6	2,672.3	112.7					
Monthly FTE	16.0	16.7	0.7		16.6	19.0	2.4	

S. 200th Link Extension Staffing

Consultant Resource Commitments to S. 200th Link Extension

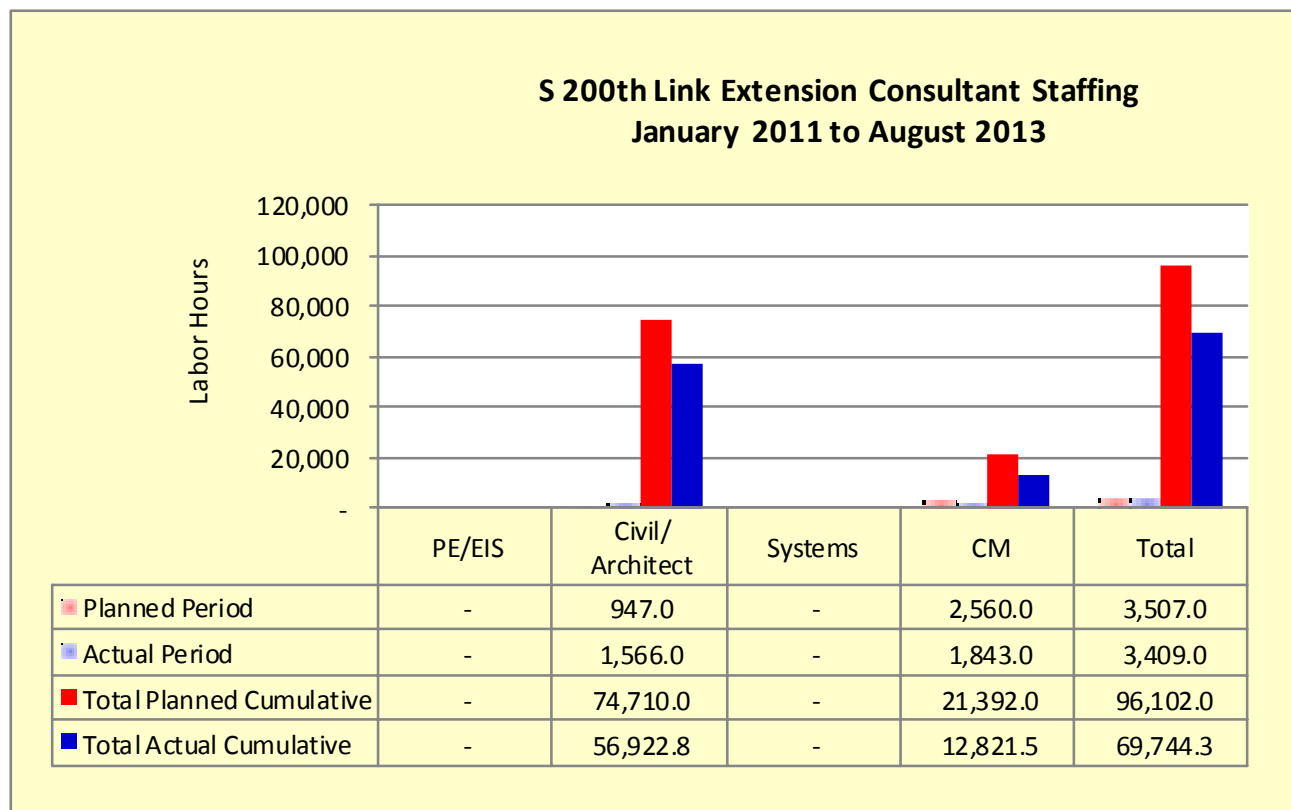
Consultant staffing on the S. 200th Link Extension in August (21.3 FTE) increased 34% (7 FTE) from the July reporting but similar to prior months remains below plan by 3% (0.6 FTE). Cumulatively, since January 2011, average consultant staffing continues to trend 27% (5.1 FTE/mo.) below.



S. 200th Link Extension Staffing

Consultant Resource Commitments to S. 200th Link Extension

Design/build project management consultants (11.5 FTE) made up 54% of the consultant staffing in August. Additional consultant staff (9.7 FTE) was engaged in design and procurement efforts for the parking structure, surface parking and traffic mitigation measures, and submittals reviews. Similar to other reporting periods, Systems consultant utilization is not reported as it has been incorporated into the station and guideway design/build contract and will not be tracked or reported separately from design/build consultant staffing.



Lynnwood Link Staffing

During August, 28.9 FTE were assigned to the Lynnwood Link Extension; preliminary engineering consultants made up nearly 70% (19.7 FTE) of project staff. August staffing remained below plan by 25% (9.8 FTE) but increased 11% (2.8 FTE) from July staffing. Cumulatively since January 2013, staffing for the Lynnwood Link is trending 12 FTE/ mo. (30%) below plan.

	Labor Hours Jan 2013 - Aug 2013				Current Period Aug 2013			
	Total Planned	Total Actual	Total Variance	Percent Expended	Period Planned	Period Actual	Period Variance	Percent Expended
No. of Hours	49,536.0	34,731.6	-14,804.4	70.1%	6,192.0	4,621.8	-1,570.3	74.6%
Monthly Average	6,192.0	4,341.4	-1,850.6					
Monthly FTE	38.7	27.1	-11.6		38.7	28.9	-9.8	

ACRONYMS

AA	Alternative Analysis
APE	Area of Potential Impact
BCE	Baseline Cost Estimate
BCWS	Budgeted Cost of Work
BIM	Building Information Modeling
BNSF	Burlington Northern Santa Fe Railway
CCB	Change Control Board
CDF	Controlled Density Fill
CHS	Capitol Hill Station
CM	Construction Management
CMU	Concrete Masonry Unit
CO	Change Order
CPI	Cost Performance Index
CPM	Critical Path Method
DAHP	Department of Archaeology & History Preservation
DART	Days Away, Restricted or Modified
DB	Design -Build
DECM	Design, Engineering and Construction Management
DEIS	Draft Environmental Impact Statement
DPD	Seattle Department of Planning and Development
DSC	Differing Site Conditions
DSDC	Design Support During Construction
DSTT	Downtown Seattle Transit Tunnel
EFC	Estimated Final Cost
EMI	Electro Magnetic Interference
FD	Final Design
FHWA	Federal Highway Administration
FSEIS	Final Supplemental Environmental Impact Statement
FFGA	Full Funding Grant Agreement
FTA	Federal Transit Administration
FTE	Full Time Employee
GCCM	General Contractor /Construction Management
HVAC	Heating, Ventilation and Air Conditioning
ICD	Integration Control Document
IRT	Independent Review Team
IWP	Industrial Waste Permit
JA	Jacobs Associates
JARPA	Joint Aquatic Resource Permit Application
KCM	King County Metro
LNTP	Limited Notice to Proceed